

Railway Age

Founded in 1856

No one knows better than railroad men what locomotive blast gases can do to vulnerable structural members. The smoke contains sulfur and carbon combustion products. When these are absorbed by moisture from the exhaust, they form highly corrosive acids. Then the smoke generally carries cinders, which shoot out at high muzzle-velocity and "sand blast" off any protective film applied, or formed, on ordinary materials.

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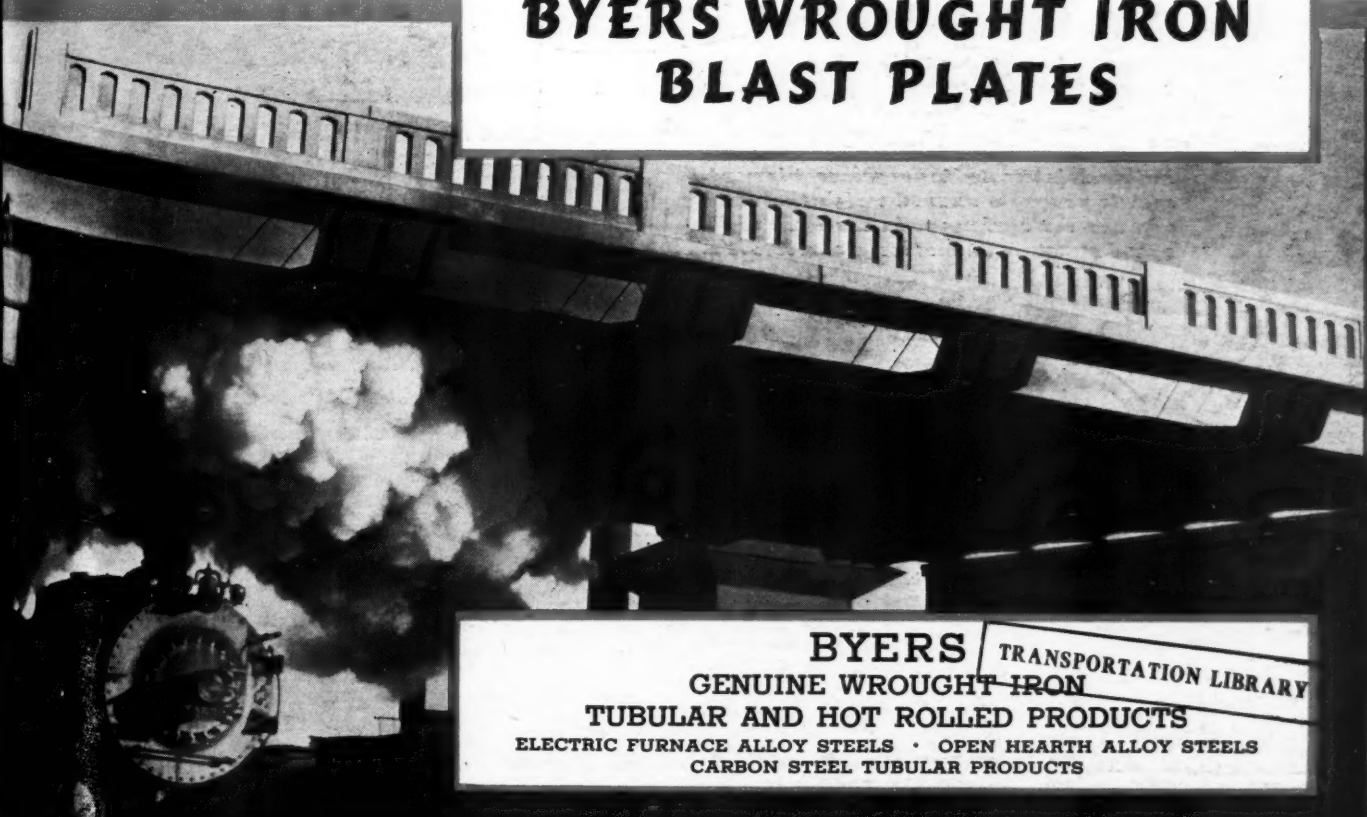
One of the many examples of serviceability in railroad history is the wrought iron cover plates in the Oswego Tunnel. These plates were continuously exposed to locomotive blasts for 60 years, according to the railroad's records. Your own engineering department files covering old bridges will probably give you some equally convincing data right in your own yard.

You will find some helpful information on some of the many wrought iron blast plate installations in our technical bulletin, "Wrought Iron in Bridge Construction," which has recently been revised. A complimentary copy will be sent on request. Our Engineering Service Department will be glad to give you additional data, if you want it. Just write.

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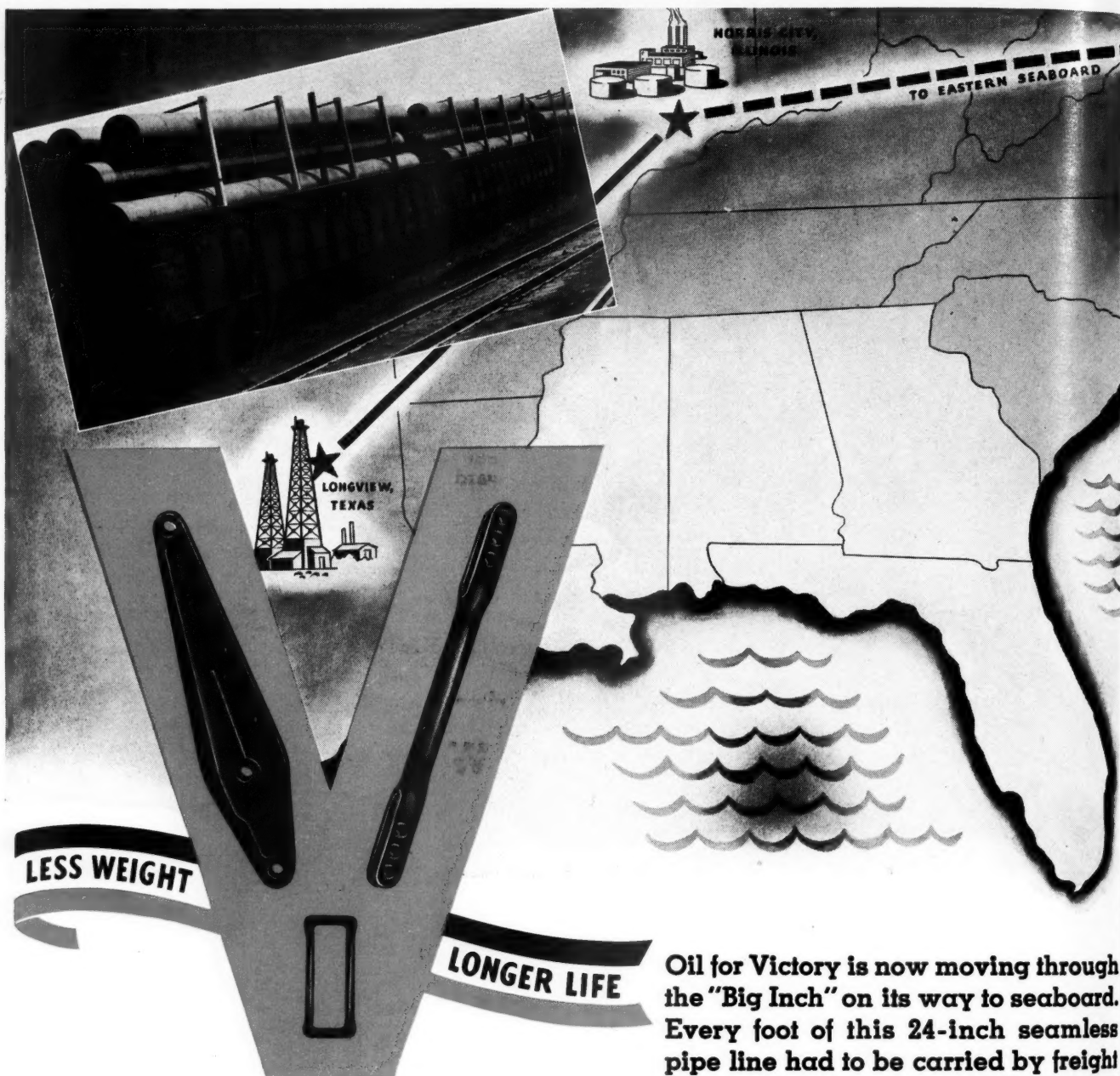
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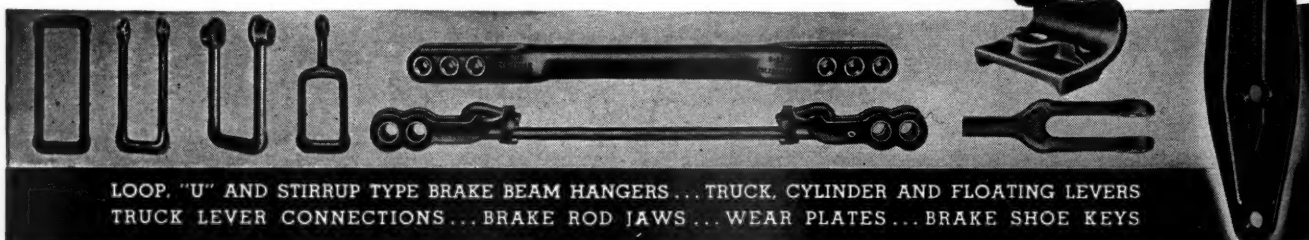
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Oil for Victory is now moving through the "Big Inch" on its way to seaboard. Every foot of this 24-inch seamless pipe line had to be carried by freight cars to the point of installation—and most of these cars were equipped with Schaefer Forged Steel Foundation Brake Gear Appliances.

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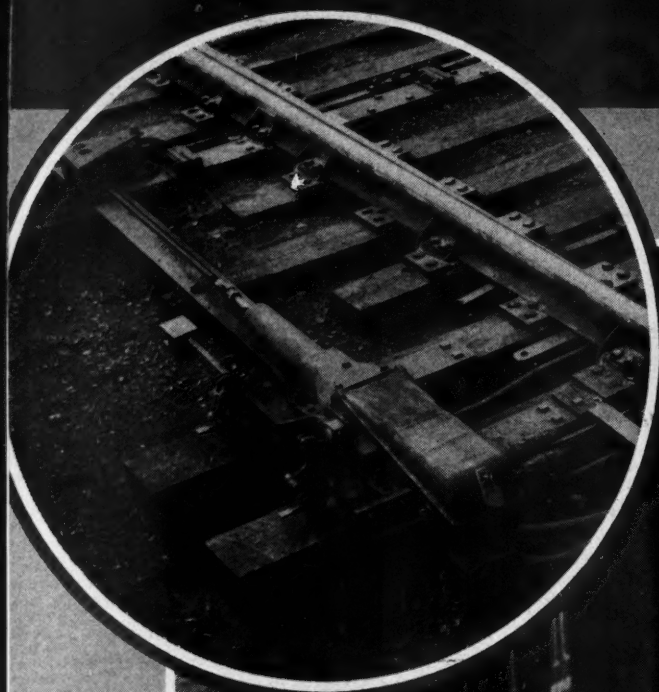
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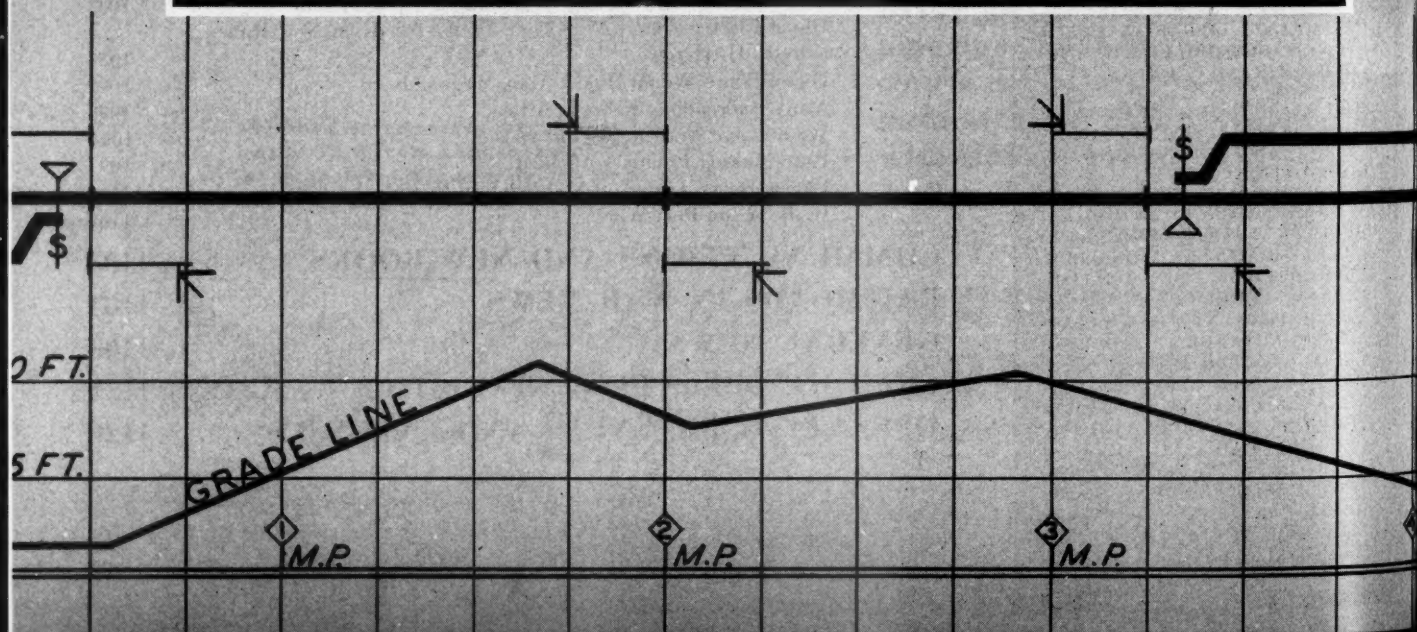
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RAILWAY AGE

Competition and Technological Progress

The effort of all who desire the railway industry to prosper after the war should be to help it beat competition. In an editorial (page 979) and an article (page 1001) in its issue of May 22, *Railway Age* emphasized the mutual interest of railway management and shippers in policies tending to afford the railways a capacity volume of traffic as means of helping them provide constantly improving service at declining operating costs and rates. Without rendering better service at the lowest practicable costs and rates the railways may be unable to so meet competition as to get adequate earnings. With such service, costs and rates, they probably can beat most forms of competition and retain a larger percentage of total freight traffic than they had for years before World War II.

The competition will be directly between the railways and other carriers; indirectly, between manufacturers for the railways and manufacturers for other carriers. There have been criticism and complaints for years about the railways engaging in various forms of manufacturing for themselves in competition with manufacturing companies. It has been contended that they cannot produce for themselves as well and cheaply as manufacturing companies can produce for them.

These criticisms and complaints probably would have been more effective if there had not been increasing evidence of decline of right kinds of competition and increase of wrong kinds of competition among manufacturers seeking railway business. There have been numerous consolidations of railway equipment and supply companies. There have been agreements among supposedly competing equipment and supply companies to divide railway business. There has been extensive use of "reciprocal buying" virtually to coerce railways into buying from manufacturers in proportion to the traffic furnished or claimed to be controlled by these manufacturers. Railways have been equally guilty in using their purchases to get traffic.

All such developments and practices tend to hinder technological progress in the railway industry which is essential to improvements in service and reductions in costs of maintenance and operation. The only infallibly effective stimulus to technological progress is real competition between sellers in developing and marketing better things, and between buyers in seeking and buying better things. Whatever reduces such competition—even though it be some other form of competition—tends to cause inertia and stagnation. "Reciprocal buying" and expensive entertainment of customers are forms of competition; but they do not promote, and usually hinder, technological progress. It seems strange that railway managements encourage "reciprocal buying" instead of co-operating to stamp it out, in view of the fact that it is so plainly inimical to the technological progress required to enable the railways to meet the competition of other carriers.

The railways, with the co-operation of shippers and government agencies, have worked miracles in handling traffic and reducing operating costs during the present war period. Their ability to do so has been largely due to previous technological progress, for which manufacturers deserve much of the credit. But there was more competition for railway business among manufacturers when this technological progress was being made. The numerous consolidations of manufacturing companies within recent years have reduced it. The creation of N. R. A. caused adoption or increase of practices restricting competition which have since been more or less continued. There is no great mystery about the reasons for the uniformity and "stability" of the

Efficiency
FOR VICTORY

prices charged the railways for some things, regardless of differences in quality—rail, for example.

There is going to be more need for new and improved equipment and materials for railroads in future than ever before—therefore, more need for right kinds of competition in producing for them. There is at present little evidence available that the needed increase of competition in producing for the railways is occurring or will occur. If it does not occur, the results of postwar competition between railways and other carriers may be very unfavorable to the railways; and if the railways are not successful in meeting competition, manufacturers depending on them for a market will be among the principal sufferers.

New Shop Tools Vital To Equipment Repair Program

Now is the time when the railroads should make a thorough analysis of their machine tool and shop equipment requirements and take immediate action to guarantee the installation of enough up-to-date units to enable them to maintain the required high rate of motive power and equipment repair programs. To sidestep the issue of the need for shop equipment any longer is to gamble with the ability to service and repair the motive power and equipment which the roads need to do their part in the war effort.

The effect of high-speed full-tonnage operation in both freight and passenger service is being reflected in the difficulties which are being experienced in both locomotive and car wheel departments. There are also many indications that new shop tools are badly needed in connection with the main and side rod, piston and crosshead, and turret lathe departments.

There are several reasons why new shop equipment is needed, of which the principal ones are to increase output, to decrease cost, to obtain greater accuracy and, possibly most important of all at this time, to compensate for the growing manpower shortage. Of these four reasons the last two are immediate reasons and the first two are what might be considered post-war reasons, for which it is well to be prepared.

For purely patriotic motives, if not for practical reasons, many mechanical men responsible for the condition of repair shops have assumed that while the nation was equipping its defense plants with new machinery, the railroads should do everything they could to get along with what they had at a time when other industries had the first call on new machine tools. At present there are definite indications that the defense plants have reached a stage in their tooling programs where their demands on the machine tool and shop equipment industry are falling off.

There is now a definite plan to divert a portion of the machine tool productive facilities and manpower to the direct production of munitions. There is plenty of ca-

capacity in the machine tool industry to take care of the needs of the railroad industry.

If there are those who feel that the modernization of shop facilities can be postponed until after the war, it might be worth while to study this problem in the light of winning the war. The chances involved in postponement may be a deciding factor in a failure of our rail transportation system which every one in the railroad industry has worked so hard to prevent.

Profitability of Passenger Service

The Bureau of Transport Economics and Statistics of the Interstate Commerce Commission recently made a "rough approximation" of the profitability of railroad passenger service during the twelve months ended February, 1943. On the basis of this rule-of-thumb calculation, it reckoned the passenger service "operating ratio" at 74.3—which signifies that 74.3 cents out of every dollar of passenger revenue were required to defray the direct expenses (fuel, wages, maintenance, etc.) of providing the service—leaving 25.7 cents with which to pay taxes, rents and a return on the large investment in facilities for this service. With the same ready reckoning, the I. C. C. bureau estimated that the direct fuel, labor and material costs of providing freight service in this period were 57½ cents out of each dollar of revenue, leaving 42½ cents available for taxes, rents and capital charges.

Freight service, it thus appears, is still far more profitable per dollar of revenue than passenger service—and freight dollars exceed passenger dollars in the ratio of 6 to 1.

Even though passenger service be far less profitable than freight, an "operating ratio" for this service at 74.3 for the twelve months ended last February makes a startling comparison with this ratio in the years 1929-41.

The Interstate Commerce Commission records its variations as follows:

1929.....	90.14	1934.....	123.16	1939.....	120.98
1930.....	101.22	1935.....	128.95	1940.....	122.89
1931.....	110.82	1936.....	119.40	1941.....	114.02
1932.....	118.98	1937.....	119.84		
1933.....	121.43	1938.....	121.81		

These figures indicate that passenger service was operated "in the black" last year for the first time since 1929. They also demonstrate the prowess of volume traffic in reducing railroad costs and permitting low rates to patrons. In 1929 the railroads carried 31 billion passengers-one-mile, at an average per-mile charge of 2.8 cents. In 1942 their traffic was almost 54 billion passengers-one-mile, and the average charge was 1.92 cents—or 32 per cent less than in 1929.

Total passenger revenue was almost 18 per cent higher in 1942, at the greatly reduced rates, than in 1929—and, of course, the net also was far greater with the

larger volume. The way for the public to secure low fares for rail travel is to use railway service in such quantity that the carriers' unit costs are reduced. The way for the railroads to secure a reasonable margin of profit on this business is to make rates sufficiently low to fill their trains—where there is enough potential traffic for reduced rates to have this effect; and to abandon passenger services where rates of great economy to travelers will still not attract remunerative loads.

The condition which made passenger service such a depressant on railroad net revenues prior to the present war was continued operation by the carriers—usually at the insistence of regulatory authorities—of poorly-patronized trains. If the railroads, after the present war, are permitted to discontinue services wherever meager patronage proves them uneconomic, there is no reason why they cannot offer rates and accommodations more attractive than those now available—and, at the same time, make a reasonable profit from their passenger operations.

It is "stand-by" services, used far less than their capacity, which make for high transportation costs, high rates and reduced railway net earnings. It is to the advantage of both the railroads and their customers that economically-irretrievable services be abandoned and that, where traffic in large volume is potentially available, rates be made sufficiently low to keep the trains well-filled at all times.

More Body Fuel For Maintenance Labor

In a war economy, curtailing the quantity of practically every commodity required in daily life, it is not possible entirely to avoid some degree of inequity in the distribution of remaining supplies. When government takes it upon itself to be the divider, however, it is certainly obligated to seek division on the fair basis of comparative essential needs. With some scarce commodities, division is being attempted on this basis—to wit, gasoline. Civilians and industries are given A, B, C and truck ratings and corresponding rations, depending upon the essentiality of their requirements. But not all commodities are so divided—meat, for instance.

Under present meat rationing, the new-born baby, the infirm, the artist, the office worker, the farmer, the shopman and the laborer, with daily calorie requirements ranging from less than 1,000 to more than 5,000, all share alike—an inequity as great as if motorcycles and trucks, debutantes and doctors, received the same gasoline rations.

The efficiency, if not the health, of millions of people doing heavy work depends upon their diet—and more than 270,000 railroad maintenance of way employees and additional thousands in the shops and elsewhere are engaged in energy-consuming labor which calls for

generous rations. In dividing up fuel for humans today, the teakettle is getting as much as the steam turbine—a situation that will make tea, but which will not generate power.

More to the point than the calorie count of meat rations to persons doing manual labor is the maldistribution of the highest quality proteins—vital to the building and repairing of body muscle tissue—which are obtainable only from the edible parts of mammals raised for food purposes, including beef, veal, pork, lamb and mutton.

Today, this element necessary to the health and efficiency of those engaged in heavy manual work is being made available in equal amounts to all, regardless of their unequal requirements.

Prior to meat rationing, the average meat consumption in railroad labor camps ranged from 10 to 15 lb. or more per man per week. Today, under equal or more exacting working conditions, the men in these camps are being required to get along on a meat ration averaging from 2½ to 2¾ lb. per week, while hundreds of thousands of people throughout the country, from babies to the aged, with minimum or average meat requirements, have an overabundance.

Substitutes for meat proteins are being resorted to widely in railroad camps to overcome deficiencies. Eggs, fish, poultry, milk, cocoa, cheese, cereals, legumes, nuts, tubers and vegetables, all high in protein value, have found their way into the track laborer's diet on an increasing scale, but many of these, furnishing protein of low biological value, are not adequate substitutes for meat in furnishing energy and muscle. As a result, in many labor camps efficiency is down and men are finding it necessary to quit for lighter employment.

The growing complaint among track workers that the present food available to them is inadequate to their bodily needs is well-founded, and should not be taken lightly by railway officers responsible for efficiency in this department.

In the same way that these railway officers have rightly urged their claims to special consideration for their material, equipment and manpower needs—and in many cases have gained their requirements by proving their essentiality—so should they urge a larger meat allowance for their maintenance forces. This can be done without subjecting anyone to privation, because infants and persons not doing heavy manual labor have meat rations in excess of their needs. That favorable consideration may be given to such a request, if intelligently advanced, is indicated by the fact that increased meat allowances have already been granted to the workers in at least one heavy industry, and, in fact, to railway track laborers in at least a few areas. If favorable action to this end cannot be obtained by individual railroads with the local offices of the Office of Public Administration, the matter should engage the attention of the Association of American Railroads and the Office of Defense Transportation for presentation to the headquarters of OPA in Washington.



General View of the New Clearance Car, Showing the Arrangement of the Fingers and the Outside Pantograph with Its Rotating Stainless Steel Disc

N. Y. C. Puts Clearance Matters on Highly Efficient Basis

Establishes central bureau for system at New York and builds new clearance car of improved design

THE work of measuring and recording clearances, and of providing clearance information when shipments of unusual size are in prospect, is now being handled on the New York Central System in a much more efficient and effective manner than ever before. This is attributable in part to the fact that all matters pertaining to clearances are now directed from a central bureau located at New York, whereas formerly each district of the system functioned independently. Also, the greater efficiency of the new system is enhanced by the fact that clearances are now measured by a new car of improved design, by means of which clearance measurements are reduced directly to the scale desired for office records and are transferred to tracing cloth by a draftsman accompanying the car.

Original System Was Inefficient

In the original set-up, when it was desired to route a shipment of unusual dimensions over the system, it was necessary to obtain clearance information separately from

each district in the route, a procedure which sometimes required three or four days, or even longer. With the outbreak of war, the matter of clearances assumed a new importance because of the number of shipments of unusual size that it became necessary to handle, and because of the need for providing clearance information without delay. For this reason it was decided in 1941 to establish a Central Clearance bureau at New York, attached to the office of the engineer maintenance of way—system, whose function would be to accumulate clearance data for the entire system and, thereby, be in a position to furnish such information for any part of the system on short notice. In charge of the bureau office is the clearance engineer of the system, who has an assistant with the title of clearance inspector.

In conjunction with the decision to establish the Central Clearance bureau, the matter of obtaining accurate clearance information for the entire system came up for consideration. For many years clearances had been measured on the Lines East of Buffalo by a clearance car incorporating a pantograph for reducing and recording the measurements. This unit consisted of a 36-ft. flat car on which the measuring device was mounted over the center of one of the trucks. Entirely of wood construction, the measuring device embodied a frame, in the form of the maximum equipment outline, which was mounted transversely on the car and carried 112 feelers

or fingers projecting from its outer periphery. These were fastened to the frame at their inner ends in such a manner that they were free to swivel backward and to hold the displaced positions when an obstruction was encountered. In their displaced positions, therefore, the tips of the fingers fixed the location of the obstruction relative to the track.

Measurements Made With Pantograph

It was for the purpose of determining the locations of the tips of the displaced fingers and of recording them, that a pantograph was mounted on the frame. Essentially, a pantograph is a device, consisting of four members or links, arranged in the form of a parallelogram with flexible connections, by means of which maps or other outlines can be reproduced on a smaller scale. It is mounted in position by means of a pivoted connection at the midpoint of the main link, and, hence, is free to rotate about that point. One of the other links is also pivoted at this point and has a relatively short extension with a free end, known as the tracer. Another of the links is joined to one end of the main link and has a relatively long extension, also with a free end, known as the pointer. The opposite ends of these two arms are joined by the fourth link, which is parallel to the main link. When in use, the free end of the long or pointer arm is moved to various points on the pattern or outline to be reproduced and at each of these points a mark is made at the free end, or tracer, of the shorter link, thereby establishing the corresponding position of the particular point at the reduced scale.

The original clearance car was built about 1910, and was continued in operation until 1935, by which time it had reached a worn-out condition and was retired. As already indicated, this car was operated on the Lines East of Buffalo. On most of the other districts of the system it was the practice in obtaining clearances to use a template from which measurements were made by hand, the figures being taken down in notebooks and later reduced to the desired scale in the office. Obviously, this was a tedious and costly procedure.

Builds New Clearance Car

At the time the decision was made in 1941 to establish the Central Clearance bureau it was recognized that, to permit it to function with maximum effectiveness, it would be necessary to obtain accurate and up-to-date clearance information for the entire system. To this end, a new clearance car was designed and built. In designing the new car it was decided to employ the pantograph principle, but to incorporate in the car a number of improvements for which a need had been indicated by experience with the old car. For instance, it was felt that time and effort could be saved by so designing the car that the clearance measurements could be reduced directly to the scale of 1 in. equals 1 ft., and transferred to tracing cloth on the car, thereby eliminating the need for doing this in the office. In the operation of the old car it had been found that the fact that the entire mechanism was exposed to the weather, including the paper on which the measurements were indicated, was a considerable disadvantage.

Therefore, it was considered essential that an enclosed car be used for the new unit so that the charts would be protected.

With this latter consideration in mind, it was decided to incorporate the clearance measuring equipment in a combination baggage-smoker car. To convert the car

chosen for this purpose to its new function, the superstructure above the floor level at the baggage end was cut back to a point even with the center of the forward truck and a new end frame was installed at this location, in which the pantograph was incorporated. In principle and in dimensions, the pantograph of the new car is identical with that used on the original unit; the essential difference between the two cars lies in the fact that a smaller pantograph is mounted in the new car with its pointer arm attached directly to the end of the tracer arm of the large pantograph. Thus, the clearance measurements are reduced directly to the scale of 1 in. equals 1 ft. The construction of the new car is such that the smaller pantograph is placed inside the car so that the operation of recording the clearance measurements is protected from the weather.

Features of the New Car

The end wall of the new car at the pantograph end has a frame of structural members in which the main units are a six-inch H-beam forming the base and a six-inch vertical I-beam at the center, which carries the bearing for the pivot of the pantograph's main link. This point, as in the old car, is 11 ft. above the top of rail. The end wall is so shaped that its periphery, formed by six-inch structural channels, corresponds to the maximum outline of equipment. Projecting outward from this outline, as in the old car, is a series of wood fingers, each of which is fastened at its inner end by a swivel connection to the outstanding leg of a short length of angle welded to the six-inch channel. By means of a wing nut, the connection at each finger can be tightened or loosened as desired.

As in the old car, there are 112 fingers. Those projecting horizontally from the vertical sides of the end frame are spaced 4 in. apart and are of such length (28 in.) that, when in the normal position, their outer ends are 7 ft. 6 in. from the center line of the track, this being the standard side clearance on bridges.

The top of the outline of the end frame has a curved pattern with a "clerestory" in the center, and here the fingers are somewhat longer; those on the clerestory are 18 ft. above the top of rail. In brief, the shape and proportions of the end frame and fingers are such that



Showing How the Positions of Deflected Fingers Are Indicated by Means of the Pointer Arm of the Pantograph



a line drawn through the outer ends of the fingers corresponds to the standard clearance diagram for the system.

To resist weathering, the links in the pantograph of the new car were made of stainless steel. The main link is pivoted at its midpoint on an axle mounted on the six-inch I-beam in the end wall, and has a flanged roller at each end, which operates on a circular track consisting of a stainless-steel channel fastened to the end frame. Thus, the main link is free to rotate about its center as the pointer arm is moved to various positions when clearances are being measured. This arm is made up partly of a wood extension which is bolted to the metal portion of the arm. Fastened to the outer end of the pointer arm is a slender wood cross-piece placed at right angles to the arm, by means of which the end of the pointer arm is lined up with the ends of deflected fingers. The cross-piece is removable and is held in a channel-like recess at the end of the pointer arm, which is provided with two set screws for tightening it in position.

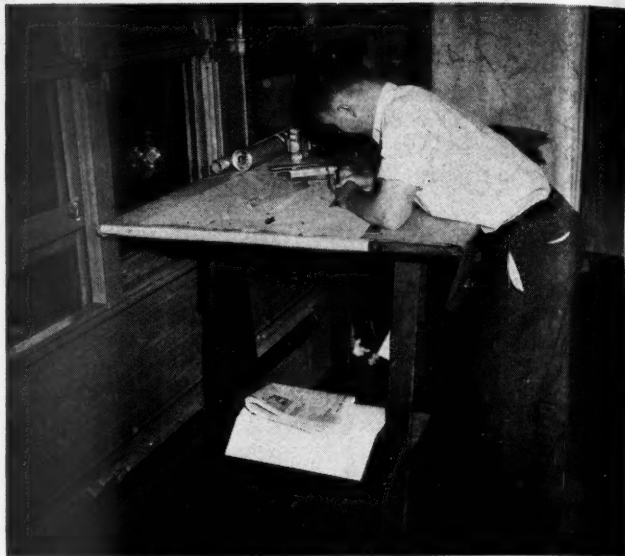
Since the end of the tracer arm of the outside pantograph is attached directly to the pointer arm of the smaller pantograph inside the car, it was necessary to provide some means of permitting this connection through the end wall of the car while at the same time allowing the necessary freedom of movement. This was done by mounting a revolving stainless steel disc on the axle of the main pivot and in the plane of the end wall, in which is provided a slot to receive the connection between the two pantographs. Thus, as the pointer arm of the outside pantograph is moved to different positions, the end of the tracer arm, sliding in the slot in the disc, moves correspondingly, causing the disc to rotate.

For the use of the operator when taking measurements with the pantograph, an elevated wood platform, raised six feet above the floor of the car, and mounted on a tubular frame with hand rail, is provided at the end of the car, being reached from the car floor by a short ladder. A hand rail is also provided around the exposed section of the floor at this end of the car. On the roof of the car adjacent to the pantograph a small level platform of non-skid material is provided on each side of the clerestory for use by members of the crew when making adjustments or repairs to the pantograph.

How Clearances Are Recorded

In front of the small pantograph inside the car is a wood chart board to which is tacked the detail paper on which the impressions are made. As the pointer arm of the outside pantograph is moved from finger to finger, punch marks are made in the detail paper at the respective locations of the end of the tracer arm of the small pantograph. When complete impressions have been made for a given structure, say a tunnel or an overhead bridge, the detail paper is removed from the chart board and the outline of that part of the structure that comes within reach of the fingers is traced from it on cross-section cloth ruled in inches and tenths of an inch. The practice is to incorporate on the same sheet clearance outlines for all the structures in a given district. These sheets are then sent to the office of the Central Clearance bureau at New York.

On the interior of the clearance car an elevated platform, 3 ft. 5 in. above the floor, is provided for the use of the operator of the small pantograph. Located slightly behind this platform is another raised platform, 4 ft. 8 in. above the floor, which is provided for the use of



Clearance Measurements, Which Are Made Directly to Scale, Are Transferred to Tracing Cloth by a Draftsman Who Accompanies the Car

an observer who has a view ahead of the car through a window in a shallow cupola in the roof. For the use of this observer a coach seat is provided at the elevated location. Other facilities in the car include a drafting table and accessories, a washroom, shower and other conveniences for the crew. Quarters and facilities for the train crew are located at the rear end of the car. Since the practice is to tie up at night at locations where hotels are available, sleeping accommodations were not provided on the car.

Personnel

The clearance car is operated by a crew of five men, including one man in charge, three men from the engineering corps of the division on which it is operating, and one draftsman. The man in charge may be the clearance inspector for the system, or he may be the assistant engineer who is in charge of clearances for the particular district of the system on which the car is operating at any given time. Two of the three men provided by the division on which the car is operating are located outside to operate the pantograph, one at car-floor level and the other on the elevated platform, while the third operates the small pantograph inside the car. When measurements are being taken, the car is pushed at a speed of about four miles an hour by a locomotive. When transferring the car from one part of the system to another it is incorporated in regular passenger trains.

The new clearance car was first placed in operation in the early fall of 1942 on the Boston & Albany, and after spending about five weeks on that road it was transferred to the Lines West of Buffalo, continuing in operation until December 1, when it was laid up for the winter. It is anticipated that about two years will be required to operate the car over the entire system.

Local clearance matters are handled by assistant engineers attached to the engineering departments of the different districts of the system. Each of the assistant engineers has available a set of the clearance records pertaining to his territory and is qualified to furnish clearance information for shipments that originate on his district

(Continued on page 1091)

How to Preserve Free Enterprise*

Industry can effectively resist harmful government policies only if it foregoes practices inimical to economic freedom

By Samuel O. Dunn

Chairman, Simmons-Boardman Publishing Corp., and Editor, *Railway Age*

ALL private enterprise is threatened by policies promoted by persons who believe that the "rebuilding of America," to use their own phrase, must be done under government dictation to private enterprise, and very largely by government spending.

We are involved in two mighty struggles. One is the struggle to defend our freedom from foreign attacks. The other is a struggle to defend our freedom from attacks at home. Nobody at home is avowedly attacking our freedom. But a government-planned and dominated economy is incompatible with every form of freedom. For such an economy concentrates all *economic* as well as *political* power in the same hands. And great concentration of power always and everywhere results in tyranny.

The founders of our government, and most of our statesmen until within recent years, recognized this. They, therefore, adopted a Constitution and laws intended to prevent concentration of any kind of power anywhere.

To prevent great concentration of political power they divided it between the federal and state governments, and between executive, legislative and judicial branches of each government, and prohibited limitation of freedom of speech and of the press. To prevent great concentration of economic power in government they prohibited the taking of private property without due process of law and just compensation. To prevent great concentration of economic power in private hands they enacted laws for government regulation of natural monopolies and anti-trust laws to enforce competition in naturally competitive industries.

How right our statesmen of past generations were in believing that concentration of both political and economic power in government would destroy every form of freedom has been demonstrated before the eyes of our generation by Communist Russia, Nazi Germany, Fascist Italy and Japan. Under our American policy of trying to prevent great concentration of power anywhere we have kept ourselves the freest people, and have made ourselves the most prosperous people on earth.

Those who believe in freedom of enterprise as not only economically desirable, but as essential to all other freedoms, must resist such concentration of power in every legitimate way—for it has formidable backing.

One argument made for a government-planned and dominated economy is that it will be required to enable us in the post-war period to make safely the transition from a war to a peace basis.

Within two and a half years our industries, principally due to the flexibility, technology and capacity of

our private enterprise system, have so far converted from a peace to a war basis, that we are producing more for war than all other nations combined. Why be so apprehensive about the transition of industry back to construction and production with which it is familiar, when it has accomplished so soon the transition to a vast production of things with which it was unfamiliar?

A government-planned and dominated economy is not being promoted principally as an expedient for transition from war to peace, but as a *permanent* policy upon the ground that private enterprise has become unequal to the needs of modern conditions and modern people. What is meant is that private enterprise failed to provide adequate employment, production and national income in the recent past, and cannot be relied upon to provide them in future.

Employment No Synonym for Prosperity

What, then, should be done? Part of the answer of those who have lost confidence in private enterprise was given recently by Walter Lippmann. "Since 1920," he said, "men have discovered the principle of prosperity. This discovery is much the most important advance in human knowledge in modern times. It is the discovery that *government can, by the proper use of public funds, create a condition of full employment for all its people.*"

But there has been no discovery that government can be relied upon to make "the proper use of public funds." Quite the contrary. Nor is it a recent discovery that government spending can, temporarily at least, cause full employment. Economists always have known this. Nor, finally, has it been discovered that government spending, by causing full employment, can cause prosperity. For prosperity does not depend on employment alone, but on *what*, as well as on *how much*, is produced.

Suppose that in 1932 at the bottom of the depression 10,000,000 of the unemployed had been put to work by government at \$10 a day, each to dig a post hole daily. If they had worked 300 days a year, they would have increased their purchasing power \$30 billion a year, and made what is called "national income paid out" as large as in 1929. But would that have caused prosperity? Obviously not; because there would have been no public need, desire or use for so many post holes. And the true measure of prosperity is the total volume of services and goods produced and sold, that *the people need and desire.*

We have much greater employment and production now than ever before, due to gigantic spending for war. This spending is even mostly "proper use of public funds." But have we prosperity? Certainly not, when many small businesses are being threatened with ruin, or actually ruined, and when all our civilian population

* Adapted from addresses made recently before the Cleveland Chamber of Commerce; the Illinois Lumber & Material Dealers Association at Chicago; the State Chamber of Commerce at Fresno, Calif.; Town Hall, Los Angeles, Calif.; and the Rotary Club, Sacramento, Calif.

are being forced to reduce to a depression level their buying and use of services and goods. We have nothing resembling prosperity, because huge employment and production for war, however necessary, are economically as futile and disastrous as equal employment in digging useless post holes. And yet the fact that huge government spending and government domination of our economy have resulted in unprecedented employment and production in time of war already is being used in support of the proposition that their continuance will be desirable, and even necessary, after the war.

What is disregarded by those using this argument is that the economic conditions and problems of war and peace are utterly different. No authoritative student of economics questions that in time of peace there should be made large government expenditures on public works for which there is public need, or desire, but which do not afford a desirable field for private investment. But the field within which government investment can be made in time of peace without being put into direct competition with private enterprise is very limited. Therefore, to assume that in time of peace all the expenditure and employment that can be provided by government can be *added* to those that would otherwise be provided by private enterprise is wholly misleading. On the contrary, in the long run, the more government spending is increased in time of peace, the more it will burden, compete with and drive out private employment and production.

Public Spending to Evict Private Enterprise

While many business men do not seem to see this, some of the foremost government planners betray that they do see it. For this reason, they have seriously and very significantly proposed, in a recent report, to evict private enterprise from one of our greatest industries.

I refer to the recent report of the government's National Resources Planning Board on transportation. And I emphasize the argument made and the conclusion reached, because they are equally applicable to every other industry.

Here is the argument: Among the things on which, following the war, government, in order to provide adequate employment, should make large expenditures, are waterways, highways and airways. This would tend to so increase the competitive disadvantages of railways as to make private railway companies unable to finance the large expenditures on their properties which also should be made to provide adequate employment. This increased disadvantaging of the railways could be prevented by requiring users of means of transportation provided by government to pay rates which, like railway rates, would cover all costs of their service, including taxes and return upon the investment made by government.

But, says the report, "the tremendous task of planning adequate public works in the period of transition from war to peace cannot be successful in the field of transportation *unless it comprehends all transport media.*" Therefore—and here is the conclusion:

The government should permanently acquire at least railway tracks and terminals, and, perhaps, preferably, adopt full government ownership, in order that (1) the competitive disadvantaging of the railways by government expenditures on other means of transportation may be avoided by (2) the government itself making the large needed post-war expenditures on the railways.

Well, now apply that reasoning to the industry of which your own business is a part. Government already

has made large investments which compete with private investment in numerous industries. To provide employment, it is proposed that government shall make much larger investments in many industries in the post-war period. Government derives the money it spends from taxes levied on private business, private property and private incomes. But, according to the reasoning applied to transportation, it is impracticable or undesirable to make those who use facilities, or buy goods or services, provided by government pay enough for them to cover all costs of providing them.

Other Areas Invaded by Socialism

The government's Tennessee Valley authority, or its proposed Great Lakes-St. Lawrence project, for example, should not charge users of power produced by them enough to cover all costs of producing it. The government, both before and during the war, has been building housing in many communities. It has not been charging high enough rentals to cover all costs of providing this housing. This has placed at a disadvantage all competing private companies and individuals providing housing for rent or sale. It is proposed that after the war, to provide employment, the government shall build much more.

What, then, should be done? On the reasoning applied to transportation, the government should itself acquire all the privately-owned power plants and housing which its past and future expenditures place at a competitive disadvantage, and itself make in future all needed expenditures for providing needed power and housing.

And the trouble about this reasoning is that, if you accept its premise, you cannot evade its conclusion. For the premise is that huge government spending must be done to provide adequate employment because private enterprise cannot or will not provide it. And if private enterprise cannot or will not provide adequate employment and production, it has become a failure and should be evicted.

Nor can you escape the conclusion that the more government spending there is, the more private enterprise will and must be evicted. For government-owned property is created by taxes levied on private property, private business, and private incomes. Therefore, when government makes investment to provide services or goods, it both (1) increases the taxes on private property and incomes, and (2) reduces the earnings that private producers of service and goods competing with government can make. The flow of capital into private enterprise, and its ability to furnish employment, are consequently diminished. This gives excuse, and creates apparent, or even real, need for still larger public expenditures and taxation, causing still more shrinkage of private enterprise and employment—a process which, if long enough continued, must destroy all private enterprise.

How Business Got into Trouble

Until within recent years nobody questioned that in this country private enterprise could and would provide adequate employment and production. The criticism of it from socialists and radicals then was that it distributed wealth and income unfairly. Why, to this criticism have there been added more widespread and dangerous attacks for inability or failure to provide employment and production? Why the contention that both (1) comprehensive and drastic government control of management,

of dealings with labor, of wages and of prices in private enterprise, and (2) huge government spending have become necessary?

Those of us who are engaged in private enterprise, and who believe in it, must answer that question to ourselves and others as intelligently and honestly as we can if we are to make a successful stand for private enterprise. And if we do make an intelligent and honest answer, it will not be entirely creditable to private enterprise. Excepting in the regulated railroad and public utility industries, our private enterprise was never more free from government interference than in the decade ending with 1929. And that was a period of prosperity, although much more in industry than in agriculture.

It was the "new era," you will recall, in which we had discovered how to abolish poverty and provide perennial abundance for all, including a chicken in every pot and two cars in every garage. It was the period, also, of the most gigantic and fantastic stock market speculation and collapse in history. And it was followed in 1930, 1931 and 1932 by the most terrible decline of employment and production, and the most terrific losses for corporations and individuals, that ever occurred.

Private enterprise cannot take credit for the prosperity of the Twenties and evade responsibility for the disaster of the Thirties. The people won't let it. Enterprise assumes the function and duty of affording employment, advancing technological progress, and providing the people with the needed and desired services and goods which adequate employment and technological progress will provide. When private enterprise fails to do these things, as in 1930, 1931 and 1932, the people of a modern nation, wisely or not, will welcome government action, whether wise or not, as our people did in 1933.

No Prosperity With Depressed Agriculture

I have been among the most unremitting and harshest critics of New Deal "recovery" policies. But you can't lick something with nothing. And private enterprise offered virtually nothing in 1930, 1931, and 1932. And private enterprise will be beaten, and may deserve to be beaten, unless it offers to the people something much better for the post-war period than a government-planned economy, and says and does all necessary to prove that what it offers is better.

What, then, should private enterprise do? The largest practicable employment and production can be attained in peacetime only by enabling all groups of the people to buy all that all of them can produce. That the people are divided into groups—farmers, wage-earners, "white collar" workers, business men, professional men—is a vitally important fact, disregard of which has caused much of our economic ills. For example: Normally 40 per cent of our "gainfully employed" have been in towns of less than 2,500 and on the farms. They constitute a large part of the market of the building industry as well as of other industries. But if farm prices are depressed as compared with other prices—a condition which actually existed in the Twenties and early Thirties—this large rural group cannot buy its share of what can be produced by the other groups. And such depression of the buying power of any large group curtails employment, production and incomes of *all the other groups*.

This illustration from actual experience emphasizes the most vital problem of private enterprise under modern conditions—that of so *balancing rates and prices for serv-*

ices and goods that *each* group can sell all there is national need for it to produce to *all other groups*. Only by such *balancing* of prices can there be caused enough *exchange* of products to provide a large enough total *peacetime market* to absorb all that can be produced by all who should be employed.

How, then, effect the balancing of the prices of all our industries which will be absolutely essential to providing a large enough total peacetime market to replace our huge wartime market? That is, perhaps, the hardest problem ever presented to private enterprise. But private enterprise, in order to save itself, must solve it. For unless private enterprise makes *each* industry provide its share of employment and production, private enterprise *as a whole* will not provide enough of them, and will fail successfully to meet the challenge presented by the government planners.

"Free Enterprise" Defined

We talk much about "free private enterprise." Well, what really is "free private enterprise?" My definition of it is enterprise which (1) seeks and receives no subsidies from government; (2) is subjected to no subsidized competition by government; (3) if naturally monopolistic, is strictly regulated by government; (4) if naturally competitive, refrains from practices restricting competition, either voluntarily or because of government compulsion (5) is not subjected by labor monopolies or government to wages and working conditions that prevent normal, healthy functioning of private enterprise.

Now, between World War I and World War II much business, large and small, adopted practice for "stabilizing" prices—a euphemism for fixing them by agreement. What kind of "free" enterprise is it under which either sellers or buyers combine to *dictate* prices? However private such enterprise may be, it certainly is not "free" for those who have prices *dictated* to them. Some private enterprise has fought for, still fights for, and secures government subsidization—for example, of carriers by water, highway and air. Such subsidized, socialistic competition with any industry or part of any industry is unsound measured by any standard of private enterprise, and tends toward socialization of all industry.

If most of the public is allowed to believe that it has no alternative to government enterprise excepting private subsidized or *monopoly* enterprise in a large and increasing sector of our economy, no amount of propaganda, however skillful, will influence it to prefer the latter.

If, in the present state of public sentiment, there will be any alternative in the post-war period to government spending and economic dictation excepting keen competition in price-making as well as in everything else by private enterprise in all naturally competitive industries, I cannot imagine what it will be.

There is much talking and writing for private enterprise which indicates that technological progress will solve our post-war problems if government does not unduly interfere. The necessity of continuance of technological progress cannot be stressed too much. Nor can it be stressed too much that virtually all the technological progress ever made, which has so greatly benefited mankind, has been made by private enterprise impelled by the motive of profit. But experience has demonstrated that technological progress alone cannot solve our economic problems.

It has demonstrated that during the Twenties and Thirties technological progress had provided us with the

means of unprecedentedly increasing employment and production. With those means, and means since provided, we actually have unprecedentedly increased employment and production during the last two years. But, in spite of all the technological progress that had been made, we never had as much employment or production in any year of the Thirties as in 1929. Provision of the largest employment and production practicable is as much an *economic* as a *technological* problem.

Progress in technology can make political and economic problems more difficult and dangerous if not accompanied by the progress in economic policy essential to causing full employment and increases of production proportionate to the progress in technology. And the only way to accomplish the *economic* progress rendered possible by technological progress is for all industries to pass along to the public in *prices* enough of the reductions in costs of production effected by technology to enable all groups of producers, in their capacity as consumers, to buy, use and consume, all the services or goods that each group of producers can produce.

New Deal Labor Policy Leads to Socialism

We cannot, in this connection, disregard some facts of great importance. The prices that will enable any industry to operate at a profit upon the work it can get done for the wages it must pay, and the kind and amount of work that industries can get done and the wages they must pay for it, are now more largely dictated than ever before by labor union monopolies with the backing of government. In this connection I call your attention to the following statement which the government's National Resources Planning Board has recently made in one of its reports: "We must plan for full employment, for maintaining the national income at \$100 billion a year, at least, . . . and we must plan to do this . . . without asking anyone to work regularly in mines, factories, transportation or offices more than 40 hours a week or 50 weeks a year, or to sacrifice the wage standards which have been set."

There is a notable absence from that statement of any reference to how much our great farming population is expected to work or how much it is expected to get. Farmers are not wage-earners. They are property-owners, who are in business for themselves. But the most important disparity in incomes in this country before the depression, and one that very largely caused and protracted it, was between the incomes of our rural and our urban populations. It was due to disparity between farm and industrial prices, which, in turn, was principally due to high wages in transportation and industry. Because of it our government has been for years subsidizing and regimenting agriculture to *restrict* its production. Are the future effects on farmers, business men, large and small, and all others who desire to make their way without benefit of labor union monopolies to be ignored in the post-war period in order to maintain whatever standards of work and income may be set for a single class?

The unbalancing of prices by monopoly practices in business during the past quarter of a century has been largely responsible for our unprecedented economic troubles. The present administration has started many proceedings against business in the courts for alleged monopoly practices causing inflexible and unbalanced prices. But how can private enterprise make flexible and balanced prices, and thereby provide adequate em-

ployment and production, if it is to have inflexible and unbalanced wages dictated to it by labor monopolies and government? It cannot!

The statement of the National Resources Planning Board quoted throws much light on the true reasons for the promotion of a government-dominated and government-spending post-war economy. The present administration has been essentially a union labor administration which has subordinated other peacetime objectives to that of curtailing the hours of work and increasing the incomes of *wage-earners* throughout industry. Its economists evidently realize that this promotion of the supposed interests of a single class, regardless of the effects on other classes, is incompatible with the normal and healthy functioning of free private enterprise. For the necessary driving force and effect of free private enterprise are unequal rewards for unequal ability, unequal effort, and unequal saving and investment.

The opportunity for greatly unequal incomes is intolerable to those seeking domination in our affairs. As free enterprise won't work without unequal rewards, they seek, by government control of private business and huge government spending, to create an economy that will provide employment and production without the incentives and driving force of private enterprise.

But free private enterprise, with its unequal rewards, is the only system that ever has caused or ever will long cause the technological and economic progress essential to increasing production, employment and the incomes of all classes or of any class. Therefore, it is the patriotic duty of all of us who have enough intelligence to realize the danger in prevailing trends in our affairs at home to fight in the last ditch now and in future for all that may contribute toward firmly re-establishing and maintaining free private enterprise in this country.

The first duty of our enterprise and our government is to our own people. Nobody has yet given them any mandate to imperil or destroy our freedom and prosperity at home even by the noblest and most expensive efforts to establish freedom and prosperity abroad. No other nation has yet done, or announced any intention of doing anything that will imperil its freedom and prosperity in order to assure our freedom and prosperity. And only an America free and prosperous at home, can, by its example, its influence, its production and its foreign trade, contribute largely toward establishing and maintaining peace, freedom and prosperity abroad.

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Heavier Loading of Cars Has Been Instrumental in Increasing the Efficiency of Wartime Transportation

Diesel-Electrics Serve War-Time Traffic Needs on New Haven*

High mileage accumulated in night-and-day movement of freight and passenger traffic on runs 157 miles long

By P. H. Hatch

Assistant Mechanical Engineer, New York, New Haven & Hartford

DIESEL-ELECTRIC operation is employed on the Shore Line of the New York, New Haven & Hartford between New Haven, Conn., and Boston, Mass., a distance of 157 miles. This is a part of the main line of the New Haven which extends from New York to Boston, a total distance of 229 miles. To those who are connected with railroads spanning the continent, these distances must seem rather insignificant. Density of traffic, however, more than makes up for lack of miles. Including branches and main line, the New Haven is the third largest passenger carrying railroad in the United States; gross revenue from this source totalling \$55,657,622 in 1942; corresponding gross revenue from freight operation, incidentally, was \$88,609,804.

Where the Diesel-electric road locomotives operate, as mentioned previously, is a double track main line section of railroad 157 miles long, running generally along the seacoast. Ruling grade eastbound is 0.40 per cent, and westbound is 0.71 per cent, both occurring between Providence, R. I., and Boston. There are several lesser grades in both directions, with a particularly difficult spot at New London, Conn., which is aggravated by severe curvature and speed restrictions imposed by city limits and two drawbridges. Speaking of speed restrictions, there are 58 between New Haven and Boston; these, together with relatively frequent stops and fast schedules, impose an exacting duty on motive power.

In the spring of 1941 the railroad was faced with the necessity for purchasing additional freight motive power to handle the expected increase in traffic in this territory. Extension from New Haven to Boston of its existing New York-New Haven electrification, aside from other problems involved, required large quantities of strategic materials and in any event could not be completed in time to be of service. Hence it was decided to purchase Diesel-electric road freight locomotives which, being of standard construction, could be delivered the quickest of any type of motive power. Since the freight movement between New Haven and Boston was of the fleet variety and took place principally at night, both for early morning delivery in Providence and Boston and because of the very heavy passenger movement during the day time, daily mileage for freight locomotives was necessarily low. In order to utilize the new locomotives and the investment therein to the fullest extent possible, it was decided to operate them in freight service during the night and in passenger service during the day. This virtually doubled the mileage per locomotive per day, and constituted the first large scale operation of Diesel-electric locomotives in combination freight and passenger service.

An important factor leading to this decision was that the New Haven already had an extensive and successful



Diesel switcher operation. In August, 1931, it put into service the first Alco-G. E. 600-hp. switcher ever built, following this in 1936 and succeeding years with additional Diesel switchers until today it has in service a total of fifty-three 600-hp. switchers and seven 380-hp. switchers. Eighteen more 600-hp. switchers are still to be delivered, so that it is expected a grand total of 78 Diesel switchers will ultimately be in operation. Each of these 78 takes the place of a steam locomotive in yard switching or local freight runs.

Locomotive Requirements

Calculations showed that approximately 4,000 Diesel engine horsepower for traction was required for a combination freight and passenger locomotive for Shore Line operation. To expedite turnarounds at terminals locomotives arranged for double-end operation were desired. Hence ten 2,000-hp. "A" units were ordered, to be operated back to back as five 4,000-hp. double-end locomotives, each locomotive replacing one steam locomotive on a freight or passenger train.

Adequate descriptions of the 4,000-hp. Alco-G. E. locomotives as furnished the New Haven have already appeared in various publications† and need not be repeated here, except for certain items of special significance.

Traction-motor gearing suitable for a maximum speed of 80 m. p. h. was substituted for the 120-m. p. h. gearing of the then standard locomotive unit. This allowed ample speed for handling passenger schedules and per-

* Abstract of a paper presented before the Toronto Railway Club, May 17, 1943.

† See page 749, April 11, 1942, *Railway Age*.

mitted adequately heavy tonnages in freight service without exceeding traction-motor ratings.

Other changes from standard were an additional warning whistle pointing to the rear for calling in the flagman on long freight trains, heavy duty friction-type draft gear and underframe strengthening at the nose end, automatic safety release on the master controller handle with foot pedal relief, schedule 8-EL air brake equipment, combination cab signal equipment suitable for Shore Line and Hartford Division operation, rearrangement of the instrument panel and control apparatus to duplicate electric locomotive arrangement, provision for additional ventilating air intakes through side louvres, various brackets, holders, etc., for New Haven standard tools and equipment and arrangement of the entire locomotive unit to conform to the clearance diagram for New Haven a. c. electric equipment.

It will be noted that all of these changes are comparatively minor and that the units are basically of standard construction and arrangement.

The starting tractive force for one of these 4,000-hp. locomotives at 25 per cent adhesion or, as stated in steam locomotive parlance, at an adhesion factor of 4, is 117,500 lb., half again the starting tractive force of the heaviest steam freight locomotive on the New Haven. But—and here is where a marked advantage of the Diesel-electric locomotive is vividly illustrated—this same locomotive with 117,500 lb. starting tractive force can operate up to 80 miles an hour and ride like a Pullman!

Before shipment from the manufacturer's plant of the first two units comprising a complete locomotive, 0700 and 0701, exhaustive checks were made of clearances, weights, curvature, coupling, multiple-unit operation, etc., to insure so far as possible that troubles from any of these sources could be eliminated at the start.

Initial Locomotive Performance

The units were shipped from Schenectady on Dec. 10, 1941, and arrived in Boston in the early morning of Saturday, Dec. 13. Preparations for putting them in service were immediately undertaken and around 3:00 p. m. the same day, locomotive 0700-0701 departed on a trial run with dead-head coaches into and out of South Station, to Readville, Mass., and back to South Station, returning to the engine house about 6:30 p. m. after a successful trip. The locomotive was then assigned to train 175, the Colonial Express, leaving South Station at 9:00 a. m. the next morning for New Haven and New York.

Promptly at 9 o'clock Sunday morning, Dec. 14, only a few hours over 24 since arriving deadhead in a freight train brand new from the manufacturer, this locomotive entered revenue service on the first lap of a crack Boston-Washington, D. C., run. To at least one of those on the locomotive that morning, it seemed as though we were tempting fate a good deal. Nor was this feeling lessened when the combination of fresh paint and lubricating oil on the exhaust manifolds of one of the Diesel engines caught fire and necessitated shutting the engine down right at the foot of the ruling grade between Boston and New Haven. And again when trouble developed on several engines with plugged fuel-oil strainers it seemed as though our luck was about to desert us. Fortunately, however, nothing further developed and the train arrived at New Haven after an excellent run at 12:26 p. m., on time, to the satisfaction of all and the relief of some.

The locomotive was immediately serviced and left for

Boston on train 14 at 1:32 p. m., the run being made on time and entirely satisfactorily. This type of service continued until Monday evening, Dec. 15, when the first run in freight service was made. This was on train NE-1, the Speed Witch, a high class, fast freight with important connections. On this particular night it left Boston with 11 cars and 344 tons and after picking up additional cars at Providence and New London, arrived at New Haven with a total of 37 cars and 1,074 tons. Arrival at New Haven was ahead of time.

Early in the trip it became apparent that with a freight train of this size, even on a fast schedule, there was nothing to worry about as far as the locomotive was concerned except to hold the speed within permissible limits.

The return trip to Boston was made on another important freight train known as HB-2. Leaving New Haven it consisted of 70 cars and 2,443 tons. While considerably under the rating which had been set, it immediately became apparent that hauling heavy freight trains was in an entirely different category from handling passenger trains or the lighter freight trains as far as the locomotive was concerned. Here the problem became not one of holding down the speed but of seeing if the locomotive could handle the train and keep within allowable ratings. The particular trip in question, however, was made satisfactorily and ahead of time.

Locomotive Ratings

Before going further, a word regarding ratings is in order. As a result of careful speed-time calculations, car and tonnage ratings for passenger and freight trains between New Haven and Boston were set prior to the locomotives going into service. Maximum rating in passenger service with six stops on the then existing schedule between New Haven and Boston, eastbound and westbound, was 16 cars, 1,270 trailing tons. Due to the nature of the profile, a single rating could not be given for freight service and therefore separate ratings were set. These are shown in the table.

Freight-Train-Tonnage Rating of the Diesel-Electric Locomotives

<i>Eastbound</i>		
	Car limit	Trailing tons
New Haven to Providence	112	4,500
Providence to Boston	100	4,000
<i>Westbound</i>		
Boston to Providence	93	2,800
Providence to New Haven	120	3,600

Having observed performance with passenger and freight trains considerably under rated tonnages, an effort was made to fill out an eastbound train to the rated figure and check operation of the locomotive under these conditions.

Accordingly on Dec. 27, at 11:25 p. m. locomotive 0700-0701 left the Shore Line departure yard at Cedar Hill (New Haven) with 82 cars and 4,508 tons, exclusive of caboose, on train HB-4. It will be noted that this tonnage was eight tons over the rated figure. Having previously determined that pusher service (which is standard practice with steam operation) was required on account of motor current due to severe grade conditions leaving the yard, a pusher was used and cut off after 13 minutes when train speed was 25 m. p. h. From this point the train was handled nonstop to Providence, arriving at Northup ave., just east of the city, at 2:21 a. m. Dec. 28. Here 10 cars were set off to reduce tonnage to the rated figure between Providence, R. I., and Boston,



Two A Units Are Used, Back-to-Back, to Make a 4,000-Hp. Locomotive for Both Freight or Passenger Service

Mass., and at 3:36 a. m. the train left Northup ave., with 72 cars and 4,021 tons, 21 tons over the rating. Again the run was made non-stop, arriving at Readville, outside Boston, where the train was dropped, at 4:38 a. m.

Several interesting factors were disclosed by this run. Eighty-nine per cent of the actual running time was made with power on and 70 per cent was made with the controller in the highest notch. Average speed was 39 m. p. h. between Cedar Hill and Providence, with a maximum speed of 52½ m. p. h.; average speed between Providence and Readville was 29 m. p. h., with a maximum speed of 39 m. p. h. Total running time was 3 hours 58 minutes, as compared with the scheduled running time of 6 hours 0 minutes for this train, though it should be added that this schedule allowed for certain stops not made on the night in question. Fuel consumed was 894 gallons of fuel oil at a cost of approximately \$49.00; gross ton miles handled were 634,542. Continuous ratings of the electrical equipment were not exceeded except for brief periods during acceleration. In short, the predetermined ratings were found to be correct and within the capacity of the locomotive, though it was abundantly evident that handling tonnage freight trains on the Shore Line was no easy assignment.

In a way this concluded a phase of the introduction of Diesel-electric locomotives on the New Haven. This first locomotive had more than fulfilled expectations in the short period it had been in revenue service from Dec. 14 to Dec. 28. It had met and overcome a number of obstacles, but most important of all it had demonstrated that it actually possessed the advantages which it was supposed to have and it had proved its utility interchangeably in freight and passenger service.

There followed a period of expansion of the service handled by Diesel locomotives as additional units were delivered. The same pattern was followed, that is, assignments were arranged so that each 4,000-hp. locomotive made two round trips daily between Boston, Mass., and New Haven, Conn., one round trip in passenger service and one in freight service.

Probably the most striking incident of this expansion was the placing of an order for an additional ten duplicate 2,000-hp. "A" units, delivery of which started in July, 1942, and was completed in January, 1943, so that at the present time there are in service ten 4,000-hp. Diesel-electric road locomotives, all going into operation within a 14-month period.

Training of Personnel

Concurrently with this expansion came the problem of training and qualifying the operating crews on the new locomotives and the organization of maintenance facilities and personnel. Of the two, the former was the more difficult since it involved some hundreds of men, many of whom were inexperienced on either Diesel switchers or electric locomotives. As for the maintenance side, this was considerably easier since, as mentioned previously, the New Haven had had extensive experience with Diesel-electric equipment since 1931.

In the training of engine crews, two road foremen were assigned initially to cover every Diesel-operated train, first of all to learn the equipment and its operation from observation and from the manufacturers' service engineers, and secondly to begin instructing crews. One man was assigned to passenger runs and one to freight runs. Gradually other road foremen were assigned to Diesel operation and became qualified, while every day saw more and more crews capable of operating without continuous supervision.

In the meantime, operating instructions had been written and issued to all crews. These instructions were divided into four sections: one on motive power equipment, including preparation for operation, operation, and troubles and what to do; one on air brake equipment, including functions of apparatus and preparing for operation; one on cab signal equipment, and the fourth on the steam generator, including description of equipment, preparing for operation, firing up, operation, shutting down, feedwater treatment and troubles and what to do.

As further assistance in qualifying crews, a set of questions and answers was drawn up based directly on the operating instructions but stressing the more important items having to do with every-day operation.

That the procedure used was successful is indicated by the fact that the road Diesel locomotives went directly into revenue service smoothly and without trouble. Credit for this should be shared by the manufacturers' service engineers.

Both the operating instructions and the questions and answers were issued originally in mimeographed form to permit of easy revision. The former has now been arranged in book form and printed and the latter has been rearranged and divided into two booklets, both of which have been printed.

Maintenance Facilities and Procedure

Boston, Mass., had been designated as the running maintenance headquarters for the road Diesel locomotives. Dover street enginehouse in South Boston was already well staffed and well equipped for Diesel switcher maintenance so that it was relatively easy to make the necessary arrangements to accommodate the road locomotives. In the way of facilities the principal new items were rearrangement of the old machine shop to accommodate a track through its middle with an inspection pit. The storeroom was enlarged and reorganized, a crane truck was secured, and a new concrete floor laid throughout. A lubricating-oil reclaiming outfit was purchased and installed. Outside of the shop one of the old steam locomotive pits was rehabilitated for running inspection, high-speed fuel and water filling facilities were installed and cab-signal test equipment was set up; existing sanding facilities were utilized.

Rather than go to the expense of installing a drop pit or other means for removing trucks from the locomotives for wheel turning, changing of traction motors or truck repairs, it was decided to send the locomotives to Readville shops, on the outskirts of Boston only a few miles from Doyer street.

Diesel-electric locomotives are maintained on the unit replacement basis. This meant that a stock of spare parts had to be set up and made available to protect the new road locomotives. The manufacturer's recommendations as to variety and quantity of parts to be carried were obtained, and from these and the railroad's own experience a complete list was made up.

As quickly as possible after the locomotives went into service, maintenance and inspection schedules were drawn up to put such attention on a regular periodic basis. A daily schedule, a 5-to-7-day or 3,000-mile schedule and a monthly or 15,000 mile schedule were issued. In addition to these, a lubrication schedule for all parts of the locomotive was made up. All of these schedules were the product of the manufacturers' recommendations and the railroad's experience. That this procedure also has been successful is indicated by the service record of the locomotives.

It was early recognized both by the manufacturers and by the railroad that the intensive use of Diesel-electric road locomotives in interchangeable freight and passenger service in a limited territory presented problems for which there was no background of experience available. Hence the pattern of operating and maintenance has been cut to fit conditions as they developed. For instance, after the locomotives had been in service about a year, a 125,000-mile program of maintenance requiring a week to ten days out of service was instituted in order to give attention to certain items of equipment after that

many miles of operation. After giving eight locomotives such attention, it was found possible to eliminate this shopping by omitting certain items altogether and transferring others to periodic running repairs. In a similar manner, the periodic running repairs are being reorganized to concentrate most of such work in two inspections per month, with the few weekly items handled separately or added to daily inspections as required. In other words, an active attempt is being made to cut out all unnecessary shopping of the locomotives that would affect their service value, yet to give them adequate maintenance of a preventive nature, in order to maintain serviceability and keep repair expenses as low as possible.

It is planned to give each locomotive unit backshop attention at Van Nest shops after 250,000 miles, though, subject to future experience, this figure may be increased. This backshop attention, or Class 3 repairs as it is termed, will consist of a medium heavy overhaul of all Diesel-engine, electrical and mechanical parts of the locomotive to put it in shape for the 250,000 miles of operation before the next Class 3 repairs. Such overhaul will include complete load testing of the Diesel engine-generator sets by the use of a high capacity water rheostat on conclusion of repairs.

Break-in Experience

So much for maintenance; what about actual operation of the locomotives? Has the combination freight and passenger feature of the locomotives been successful? Have there been any troubles to be corrected or problems to be solved?

Answering these questions in order, it can be said without exaggeration that operation of these locomotives has been outstandingly successful. It is difficult to overestimate the job they have done in handling their part of the record-breaking wartime freight and passenger traffic that the New Haven has been called upon to move.

Equally successful has been the combination freight and passenger feature of the locomotives; this is, in fact, one of their chief assets, particularly for a railroad with short main-line length and dense traffic of both kinds. You don't have to be an operating or a transportation man to appreciate what it means to have a locomotive that can handle the Yankee Clipper or Merchants Limited westbound to New Haven and return eastbound with a tonnage freight train, with turn-around time limited, if necessary, to ten minutes!

As to the third question, there have been numerous troubles and problems, but none has seriously affected operation, nearly all being of the type that could be handled concurrently with regular service.

As regards the Diesel engines, pistons and rings have required considerable continuous attention and a regular procedure has been set up to check cylinder conditions and remedy incipient trouble; related to this is the problem of better control of lubricating oil consumption. We believe at the present time that we are on the way toward a satisfactory solution of such troubles, though the situation is made more difficult by the very high load factor under which these engines operate.

The first lot of engines developed an unsatisfactory mounting condition which was brought to light by a broken crankshaft and this trouble is being remedied by the installation of new type sub-bases as locomotives receive Class 3 repairs.

One trouble that appeared immediately after the first locomotive was placed in service was the inability to keep the Diesel engine cooling systems warm enough in

severe winter weather. The present installation of shutters over the radiator fan outlets in conjunction with side shutters over the radiators eliminates this difficulty.

Notwithstanding the very severe duty on traction motors, they have given excellent service though it has been necessary to watch their performance closely, particularly in respect to pinion-end bearing lubrication and selection of brushes.

Combination freight and passenger service for the same locomotive introduced one problem in particular, the final solution for which is being worked out. This problem was that of heating the locomotives in freight service. It was immediately discovered that operating even a single steam generator to supply steam for both units of a locomotive produced more steam than could be used and resulted in excessive cycling of the generator, which was undesirable. As a temporary expedient a $\frac{3}{8}$ -in. steam line was run to the roof and allowed to blow continuously. In order to avoid such waste of fuel and water, study was immediately undertaken to find a remedy, and present indications are that a water pump by-pass arrangement and wide range pressure control will be the answer.

Other troubles and failures have occurred in service the only practicable remedy for which is continuing education of crews. There is a fundamental difficulty involved in qualifying and in maintaining the qualification of crews on the spare board as compared with crews on regular runs. There is the further factor in connection with the operation of a new type of motive power—and this is common to regular as well as spare crews—which involves coping with a set of conditions which may never have occurred before. A case in point last winter was a sudden cold spell involving temperatures between 15-20 deg. below zero with a high wind; a few minutes shut down of a steam generator, which in normal winter weather would give no trouble at all, in weather such as this immediately led to freeze-ups and ultimate failure. That there was nothing basically wrong with the Diesel road locomotives was amply demonstrated during another similar cold spell later on in the winter when they more or less pulled the railroad through.

With these few exceptions, troubles have been of the usual run-of-mine type and in going over the failure and detention records one is impressed by the relatively small number of serious failures or delays. In this connection it should be stated that the active cooperation of the various manufacturers involved has been very helpful.

Operating Results

The question which naturally arises at this point is what are the results of the use of Diesel-electric road locomotives on the Shore Line and have the results justified the purchase of this type of motive power?

The first and most evident answer is that the New Haven has on order a third lot of 10 similar "A" units on delivery of which there will be in operation a total of fifteen 4,000-hp. road locomotives.

The second answer involves some statistics which will be made as brief as possible. Up to April 1, 1943, freight service fuel consumption in gallons per mile for the 4,000-hp. locomotives was 4.32 for traction, 0.40 for heating, or 4.72 total. Gallons of fuel per thousand gross ton miles (incl. locomotive) were 1.72. Up to April 1, 1943, passenger service fuel consumption on the same basis was 2.91 for traction, 0.72 for heating, or 3.63 total. Gallons of fuel per car mile were 0.313. Both

freight and passenger service crankcase lubricating oil consumption was 0.079 gal. per mile. Maintenance cost up to the end of 1942 was about 10 cents per mile.

These figures are for 4,000-hp. locomotives, though all records are kept on a per-unit basis, since individual units are operated in various combinations as 4,000-hp. locomotives.

It may be of interest to note that total accumulated miles for all units up to April 1, 1943, was 2,653,887. Maximum total miles made by any one unit was 228,303. Average mileage per month per unit at the present time is approximately 12,500, virtually all on 157-mile runs.

In conclusion, the Diesel electric road locomotive on the New Haven has demonstrated not that it runs so many miles on a gallon of fuel oil, not that it will go so far between this, that or the other kind of repairs, not that it will operate a given train in such and such a manner; it has demonstrated that it is a tremendously effective transportation tool that hauls freight and passenger trains from one terminal to another in a way ideally suited to the characteristics and necessities of the railroad.

N. Y. C. Puts Clearance Matters on Highly Efficient Basis

(Continued from page 1082)

but which do not pass over other parts of the system. Copies of the clearance instructions that are issued by the local assistant engineers are sent to the office of the Central Clearance bureau.

How the Central Bureau Functions

It is when bulky shipments are offered to the railroad for movement over two or more units of the system that the Central Clearance bureau comes into the picture. Whenever such a shipment is offered that exceeds in dimensions the published clearances of the railroad, the manager of transportation of the New York Central System is advised of its dimensions. This information is, in turn, referred to the Central Clearance bureau which, after reference to its clearance records, provides the manager of transportation with a routing for the shipment, at the same time advising of locations where speed restrictions must be observed because of close clearances. Copies of these instructions are also furnished to the assistant engineers in charge of clearances on the different districts of the system over which the particular shipment is to move. This is done so that the assistant engineers can take steps to stop or reroute the shipment if recent changes in clearances have taken place on their respective districts.

By handling clearance matters in the manner described above—viz., utilizing the Central bureau, with its records for the entire system—clearance information for unusual shipments can be provided in a matter of a few minutes, as against the several days that were formerly required when such information had to be obtained separately from each district of the system.

The Central Clearance bureau was established and the new clearance car was designed under the general direction of S. E. Armstrong, engineer maintenance of way—system. The car was designed by Harold Buckley, clearance engineer, and was built in the company's shops at West Albany, N. Y., except that the outside pantograph was built to the railroad's specifications by the Edward G. Budd Manufacturing Co., Philadelphia, Pa.

Diesel Board Would Reject Many Demands

WASHINGTON, D. C.

FINDINGS which would put an additional fireman on multiple-unit Diesel-electric locomotives in high-speed, through passenger service and extend the weight-on-driving-wheels gradations of all types of locomotives beyond the upper limits provided in existing wage schedules have been made in the report of the emergency board from the National Railway Labor Panel which heard the so-called Diesel case. The board found no need for additional firemen in Diesel-electric operations in yard, freight, or local passenger service, and recommended denial of the request for an additional fireman on multiple-unit straight electric locomotives.

Many Demands Rejected

Aside from the extension of gradations, it would leave undisturbed the present weight-on-driving-wheels basis for determining enginemen's wage rates, thus recommending rejection of the proposals to substitute horsepower in the case of Diesels and total weight in the cases of steam and electric locomotives. Neither would the board remove the minimum limit of 90,000 lb. on drivers, under the 1937 Diesel Agreement, which exempts carriers from the requirement to employ two men on Diesels and certain other locomotives having a weight of less than 90,000 lb. on drivers. With respect to differentials in the daily wage rates as among coal-burning, oil-burning and straight electric locomotives, the board found no justification for their elimination. While it found "no adequate justification" for the continuance of regional differentials "on their merits," it did not regard them "as the sort of inequity which may be appropriately eliminated under the stabilization program."

The board, consisting of Chairman Frank M. Swacker, John A. Lapp, and George W. Stocking, made its report to President Roosevelt on May 21 when a "press summary" was released at the White House, complete copies of the report not being immediately available. The summary said that if the adjustments recommended are made, "they will affect only a relatively small percentage of enginemen and will add to the total annual wage bill of the carriers a relatively insignificant sum." The board, therefore, certified that its recommendations conform to the Administration's stabilization program, and with the directives on policy issued by the Economic Stabilization Director.

The Board's Findings

"The carriers," it said, "have estimated that if all the proposals of the brotherhoods were adopted, it would add approximately \$12,000,000 to the annual wage bill. The cost of adopting the recommendations of the board will represent only a small percentage of this amount, and measured in terms of the 1942 wage bill of all Class I steam railway companies, the board believes the cost will represent only about one-tenth of one per cent (about \$3,000,000). Acceptance of the board's recommendations will, therefore, have no appreciable effects upon the level of production cost in railroad transportation nor will it furnish a basis for an increase in rates or resistance to an otherwise justifiable reduction in rates." Moreover, the board expressed its belief that "settlement of the Diesel problems eliminates an element of uncer-

tainty which should contribute to the unhindered post-war development of this type of transportation."

The finding which would put an additional fireman on Diesels operated in high-speed, through passenger service would accomplish that result indirectly. It stipulates that "two men should be in the cab at all times when the train is in motion," while the report had cited records indicating that "observation of the operation of the engine with the manual performance of certain duties require under customary practice from one-half to 85 per cent of the time of the fireman."

Incidentally this phase of the board's findings gives the Brotherhood of Locomotive Firemen & Enginemen a victory over the Brotherhood of Locomotive Engineers; for it provides that "if compliance with this recommendation requires the services of an extra man in the engine room to perform the work customarily done by firemen he shall be taken from the ranks of the firemen." Chairman Swacker disagreed with that conclusion in that he believed the extra man should be an assistant engineer.

"In making its recommendation with regard to the necessity of the fireman on multiple-unit Diesel, high-speed passenger trains remaining in the cab at all times when the train is in motion and the use of an additional fireman in the engine room of such locomotives, the board considered in some detail the present duties of the fireman," according to the press summary of the report. "The board found that customary operating practice requires the fireman to leave his position in the cab, where he has traditionally acted as an assistant to the engineer in observing and calling signals, in order to patrol and supervise the operation of the engine room. These duties, while not onerous, make a considerable demand upon the fireman's time. Diesel locomotives in high-speed passenger service customarily consist of from one to three units in each of which one or more Diesel engines are housed. . . . Although accident statistics indicate that the operation of Diesels has been relatively safe, during the past two years, several serious accidents have occurred while the firemen have been out of the cab. In the board's judgment safety demands that the long-established rule that firemen shall observe and call all signals be fully complied with in Diesel as well as in other operations."

Changes in Weight-on-Drivers Classification

As set forth in the report the findings calling for an extension of the weight-on-driving-wheels gradations of steam and electric locomotives would benefit only firemen and "engineers represented by the Brotherhood of Locomotive Firemen & Enginemen." The Brotherhood of Locomotive Engineers was not a party to those proposals, and thus presumably it would now have to make a formal request for a similar adjustment applicable to engineers represented by it. Both brotherhoods were parties to the Diesel phases of the case; so all enginemen are covered by the recommendation that the weight-on-driver classifications of Diesels be extended.

These weight-on-drivers recommendations would extend the classification of locomotives in passenger service by intervals of 50,000 lb. beyond the present maximum of 500,000 lb., adjusting daily wage rates by making an increase of seven cents for each additional 50,000 lb. beginning with the 550,000 to 600,000 lb. bracket and extending up to and including the 600,000 to 650,000 lb. bracket. For each additional 50,000 lb. above 650,000 lb. there would be a wage increase of five cents. Classifications of freight locomotives would be similarly ex-



tended above the present 350,000 lb. maximum, the seven cents additional applying to each 50,000 lb. between 400,000 and 450,000, and the five cents applying to each 50,000 lb. above 450,000 lb. Classifications of yard locomotives would be extended by intervals of 100,000 lb. above the present maximum of 300,000 lb., with the wage rates increasing 10 cents with each additional 100,000 lb., the first increment to apply to the 400,000 to 500,000 lb. bracket.

Special findings were made with respect to Mallets and locomotives of the 4-8-4 and 2-10-4 types. In the former connection it is recommended that Mallets with a weight on drivers of 500,000 lb. and above should be classified by increments of 100,000 lb., with an increase of 10 cents in the basic daily wage rate for each increment. With respect to the 4-8-4 and 2-10-4 types it is recommended that these be reclassified for pay purposes by being moved into the next higher wage bracket. This finding adds that "in the future should conventional high-pressure steam locomotives of a wheel arrangement and design not now in use with a percentage weight on drivers of 70 per cent or less be brought into use, they take a wage classification one bracket higher than their weight-on-driver classification would normally carry." Where existing rates of pay are higher than those which would result from its findings, the board recommends that the present rates shall not be reduced.

Army Railroading In Northern Africa*

A RAILROAD vice-president, Brigadier General Carl R. Gray of the Chicago, St. Paul, Minneapolis & Omaha, is director-general of the Military Railway Service in North Africa under General Eisenhower. The Military Railway Service is a part of the Transportation Corps, Army Service Forces, of which Major General Charles P. Gross is Chief.

General Gray is a graduate of the University of Illinois in the class of 1911, after which he became a yard clerk. On the way up he held positions with the Burlington, the Spokane, Portland & Seattle, and the Frisco. During World War I he entered the Military Railway Service as a captain and came out a lieutenant colonel. He returned to military service during the period of national emergency as a colonel and was promoted, before North African operations started, to the rank of brigadier general.

General Gray Planned Rail Operations in Africa

It was General Gray who planned railway operations in North Africa long before November 8, 1942. His book on "Railroads of Tunisia, Algeria and Morocco," prepared long in advance of the allied landings here, contains all the information good railroad men would need to operate a strange new system. It is a restricted military document containing such information as gage variations and where they are located, distances from station to station, types and numbers of curves, grade percentages, and descriptions of shops, roundhouses, yards and rolling stock. It has detailed diagrams of engine assemblies, photographs of shop interiors, charts on tunnels and bridges and even a glossary of French-English railroad terms.

*This article is a condensation of a memorandum prepared and released for publication by the War Department.

The "boss," as General Gray is termed by the railroad soldiers in his command, has around him a staff of officers who are well-known in railroading back home. Some of the names include Lt. Colonel Fred W. Okie, of Birmingham, Ala., division superintendent of the Southern, who was bossing a front line narrow-gage road while the enemy was retreating to the north in Tunisia; Lt. Colonel J. J. Daugherty of Houston, Tex., master mechanic of the Southern Pacific, who commands a front-line shop battalion; Lt. Colonel Charles D. Notgrass of Hutchinson, Kans., division superintendent of the Santa Fe, who is responsible for the operations of a section of North African railway. Others who are doing comparable jobs include Lt. Colonel R. J. Crane of New York, an expert in bridge design for the New York Central; Lt. Colonel Benjamin H. Decker of Salt Lake City, superintendent of the Denver & Rio Grande Western; Lt. Colonel Cecil A. White, Waycross, Ga., superintendent of shops, Atlantic Coast Line; Major Oscar R. Diamond of Pittsburg, Kans., master mechanic of the Kansas City Southern; and Captain Alan A. Bush of Fort Worth, Tex., chief dispatcher of the Fort Worth & Denver City.

Also on the railroad roster are these Majors: John W. Budd, superintendent of the Great Northern; Carl C. Scheuble, trainmaster of the M. & St. L.; and Albert G. Hentz, master mechanic of the New York Central; and these Captains: James T. Hayes, trainmaster of the Milwaukee; Fred T. Richards, trainmaster of the Pennsylvania; Thomas R. Patterson, division engineer of the Soo Line; Arthur G. Teets, trainmaster of the New York Central; T. A. Jarrow, trainmaster, Great Northern; James Herron, shop superintendent, Great Northern, and J. G. Twomey, trainmaster, Great Northern.

French Cooperation Valuable

The French have been operating these North African railways a long time, so naturally, their cooperation is a valuable asset to military railway headquarters, as well as on the rights of way and in the yards and shops. The old French military railroad act has been put into effect by General Giraud and now all railroads operate under a commission which is, in turn, under the control of the U. S. Chief of Military Railways. For each railroad system (and there are three major ones there) there is one civilian director and his military counterpart, an officer of the regular French army with a wide background in railroad operation. Britain supplies other railroad experts, former railroad men who now hold military rank. This international organization is responsible for getting supplies forward and the vertical tonnage graphs at headquarters prove its effectiveness.

Railroading in North Africa is an international mixture of U. S., British and French military, French civilians and Arabs. Trains under military control in North Africa run from the Atlantic Ocean across the continent to beaches that face due east into the Mediterranean. They carry every type of equipment a modern army needs. They carry troops, Arab labor battalions and, separately, goods for civilian consumption. The tonnage rolls in a variety of cars ranging from the old World War type of "40 hommes, 8 chevaux" to modern steel gondolas brought from the United States. The tracks are standard and meter gage and the locomotives range in type from electric, diesel-electric, and steam and in vintage from 1899 to just before the war. More and more sturdy U. S. locomotives are supplementing the French "machines." These are brought to Africa in boxes and uncrated and assembled in shops just behind



the lines—or they were just behind the lines, before Rommel started his march back to the sea.

Railroading in Africa is rich in anecdote. One soldier-engineer, pulling a heavy freight train, tells of an experience with the African system of braking:

"I'm tooling this rattler along about 45 miles an hour when we start down a long two per cent grade. Further along we pick up ten miles an hour. I think that'll be enough so I whistle once for brakes. Over here we have no air. We have Arab brakemen scattered along the train with hand brakes. One whistle means brakes, most of the time. Not always. This time all the brakemen were asleep.

"By and by, we are rolling along at 65 miles an hour. My fireman is sitting on the French engineer to keep him away from the throttle. He wants to reverse the thing. You can do it on a French engine but on this Yankee engine, it would have stripped the valve gears.

"You're supposed to stop at every station to get clearance for the next. Not my train; we went through four stations and the 'chefs de gare' were all out waving at us and hollering like hell for us to stop. Back in the caboose, I learned later, the lieutenant had the French conductor down in a corner and was sitting on him to keep him from jumping. But finally we hit an up-grade and slowed down. So we went back and slapped the Arabs awake and went on, away ahead of schedule."

Sleeping Arab brakemen are the least of the hazards of the road. Further frontward along the fighting front, the operating forces were exposed to many dangers, including mined tracks, strafing and dive-bombing from the air and action by enemy patrols.

Mined tracks were considered more of a nuisance than a hazard. After each new piece of roadway was taken from the enemy, a track-walker trained in mine detection traversed the line. Later, when the first train rolled, it pushed three empty flat cars ahead of it. Had an undetected mine remained, a car would have been damaged, but the engine would have been saved. A few engines in shops are undergoing repairs to damage caused by strafing in earlier phases of the Tunisian campaign, but as enemy airpower diminished trains ran unmolested right up to the front.

Lt. Col. Okie's Experience

Lt. Col. Okie, aforementioned, has received the Legion of Merit decoration for a daring exploit which he describes simply as "that junket to Gafsa" but which his fellow officers term an extraordinarily daring and dangerous mission.

When the town of Gafsa was threatened by the enemy, Col. Okie went to the town to get out all available rolling stock and equipment. Piece by piece he sent it out, using all the personnel he could muster, including men who had never handled a throttle before. Enemy artillery moved up as he worked. Finally he finished the job and departed just as enemy tanks rolled into town. With several trucks loaded with spare parts and other equipment, he started out across country for another town not far distant. He was working there, immobilizing an engine, when more tanks entered this town. Only then did he throw the last side rod onto the truck and head for the home base. He had four anti-tank shells lobbed at him for his trouble but, fortunately, the gunner was inaccurate.

Operating personnel in North Africa varies according to the nearness of the run to the front. Off toward the Atlantic, civilians man the cabs and cabooses. Up front,

however, soldier-engineers run them over the mountains and across the desert wastes. Up front, a soldier-engineer and a soldier-fireman man the cab, assisted by a French civilian engineer who acts as a pilot.

Most of the U. S. soldier-engineers are men with railroad backgrounds. Many of the older ones were engineers on roads back home. For the most part, however, they were firemen. All hands on all trains want to graduate to the throttle; an engineer gets the technician's equivalent of a sergeant's rating and pay.

Railroading the Hard Way

G. I. engineers and firemen have become used to standing in the cabs by this time, for French locomotives carry no seating accommodations. On occasion an engine crew has stood as much as 30 hours on one run without relief.

In the States, of course, the caboose is reserved strictly for the crew. In North Africa, like as not, the caboose becomes a haven for an assortment of deadheads including some French soldiers, civilians and as many Arabs as can crowd in. Probably the Arabs will be accompanied by a variety of livestock such as chickens, goats and sheep.

Scattered along the trackside over the breadth of North Africa are the soldiers who dispatch the trains, repair the rolling stock when it breaks down, maintain the roadway, replace blown-out bridges and assemble new locomotives. They live in tents, railway stations, bomb-shattered houses and small hotels—anything they can find with a roof over it.

Reconstruction crews get on the job as soon as our troops capture a bridge that is blown out. They live on the site until the bridge is replaced and carrying traffic. The record for fast replacement goes to a crew that had a blown bridge, requiring a great amount of steel work back in service in three days.

New construction figures prominently. A tour of North African railways reveals that a new yard, complete with hump, has been installed at one place; an addition of 25 miles of track; that rails are being extended elsewhere to strategic points and that a variety of other installations were progressing.

Back of all this railroading are the shops, where cars and locomotives are repaired. Scattered over the systems are locomotive repair shops, roundhouses, machine shops and other installations which the American railroad men term "excellent." Germany's army occupation commission in Africa, before the U. S. occupation, made a systematic effort to strip the shops of parts and tools.

More than once, a soldier-mechanic has been in difficulty because of inability to find a special part or a special tool. Generally a French mechanic in the shop will disappear for an hour and turn up with the desired piece of equipment from a hiding place where he had buried it to keep it out of German hands.

"The boss" is reported to be proud of his shop crews. Currently he carries in his pocket a piece of paper showing a meter-gage locomotive assembly schedule. The locomotive in question was one of a number that came to Africa in crates. The schedule follows:

- First day—Crates placed on dock.
- Second day—En route to inland shop.
- Third day—En route to inland shop.
- Fourth day—En route to inland shop.
- Fifth day—Arrived at inland shop.
- Sixth day—Uncrated and placed on pit.
- Seventh day—Engine assembled and fire tested and loaded on well car for trip to meter gage destination.
- Eighth day—Arrived, unloaded, breaking in.
- Ninth day—Breaking in.
- Tenth day—In service on train.

Would Give Non-Ops 8-Cent Raise

Emergency board gets around "Little Steel" formula by turning to stabilization program loophole which permits adjustments "to aid in the effective prosecution of the war or to correct gross inequities"; minimum-wage and closed-shop proposals rejected

WASHINGTON, D. C.

RELYING on the stabilization program's loophole permitting adjustments to "aid in the effective prosecution of the war or to correct gross inequities," which was restored to wartime wage procedures by Economic Stabilization Director Byrnes' directive of May 12 after having been removed by President Roosevelt's "hold-the-line" order of April 8, the National Railway Labor Panel emergency board, reporting on demands of the non-operating employees, has recommended a wage increase of eight cents per hour, retroactive to February 1.

The report estimates that this would cost the railroads about \$204,000,000 a year, plus back-pay amounting to \$68,000,000 if it runs to June 1, and \$85,000,000 to July 1, which the board recommends should be paid in United States War Savings Bonds, except such balances as amount to less than \$18.75 which should be paid in cash.

The increase which has been recommended is called the "minimum and noninflationary" adjustment necessary; and it is asserted, moreover, that it would not provide a basis "for increase in railroad rates or for resistance to justifiable reductions in such rates"—even "after taking into account the decreases in freight rates that became effective May 15."

20-Cents-An-Hour Increase Sought

The unions had asked for an increase of 20 cents per hour with a minimum wage of 70 cents per hour, and a closed shop. The minimum-wage and closed shop proposals were rejected by the board. The latter, it said, "would compel the carriers to violate clear provisions of the Railroad Labor Act, to proceed in disregard of their not unreasonable interpretation of the unexpired moratorium agreement against changes in rules, and to acquiesce in the adoption of this policy in the railroad industry without an adequate showing in the record as to its needs or utility or implications."

Members of the board are Chairman I. L. Sharfman, professor of economics at the University of Michigan; Walter T. Fisher, Chicago attorney; and John A. Fitch of the New York School for Social Work. The report was made public on May 26 at the White House where it had been delivered the day before. Conforming to President Roosevelt's February 4 executive order, the board also filed copies with the Economic Stabilization Director, the National War Labor Board, and the Commissioner of Internal Revenue. That February 4 executive order, as noted in the *Railway Age* of February 13, page 372, prescribed regulations and procedures "with respect to wage and salary adjustments for employees subject to the Railway Labor Act." It gave the Economic Stabilization Director the last word in railway wage cases, and provided that emergency-board recom-

mendations, except as he might direct, would "become effective."

That part of the order read as follows: "The Economic Stabilization Director may on behalf of himself or other departments and agencies concerned, report to the President the effect of the recommendations on the general stabilization program. Unless and except to the extent that the Economic Stabilization Director shall otherwise direct, the recommendations of the emergency board in regard to proposed changes affecting wages and salary payments shall, upon the expiration of 30 days after the report is filed with the President, become effective." Thus Mr. Byrnes has authority to modify the recommendations if he desires to do so.

With minor exceptions, the recommended increase would apply to all railroads, including short lines; and to other parties to the proceeding—the Railway Express Agency and refrigerator car companies affiliated with railroads. The government-operated Toledo, Peoria & Western got out of the case by asserting the federal government's right not to be made a party to the dispute. The board ruled that the Iowa Transfer had not become involved because "there is no evidence that proper notice was served upon that carrier." No finding was made with respect to dining car employees of the Chicago, North Shore & Milwaukee or employees of the Denver Union Stock Yard Company and the Ogden Union Stockyards Company as represented by the Brotherhood of Railway Clerks. Such employees had signed new contracts just before the present proceeding arose; but the board did suggest that it saw nothing improper in further negotiations to bring such contracts into line with its recommendations.

With respect to the short lines, the board asserted that the weak financial condition of some of them "is immaterial to the issues in this case." It added that "regardless of the question of the amount of weight to be given, in a wage dispute, to the financial condition of the railroad industry as a whole, the precarious financial condition of any particular carrier is no reason for requiring that its employees be paid less than the employees of other carriers."

Getting Around the "Little Steel" Formula

The board took a long time on its journey around the "Little Steel" formula which embodies National War Labor Board Policy to the effect that wages should not be advanced more than 15 per cent above the level of January 1, 1941. That was affirmed by the President's "hold the line" order; and the board, while recommending "no departure" from the formula, was faced with the fact that in the December, 1941, settlement of the last general railroad wage case the non-operating employees got a 15 per cent increase. It noted that

40 of the 73 classes of employees involved had not received the full 15 per cent; but it called that "irrelevant" in view of the fact that the whole group, which was before the board as a unit, did get it.

The build-up to the "gross inequities" basis for the recommended increase was a comparison of railway wages with those paid in other industries, particularly the trends from December, 1940, to December, 1942. The average earnings of the non-ops as of October, 1942, was put at 73.8 cents an hour, the prevailing minimum wage being 46 cents an hour. Of the 1,097,180 employees involved, 544,106 or 49.6 per cent received less than 70 cents an hour; 411,684 or 37.5 per cent received less than 60 cents; 255,813 or 23.3 per cent received less than 55 cents; 160,438 or 14.6 per cent received less than 50 cents; 104,269 received the prevailing hourly minimum of 46 cents; and 16,871 or 11 per cent received less than 46 cents.

Various crafts of railroad employees "receive sharply lower wages than those paid to comparable groups in nonrailroad industries," the board went on, adding that as of July, 1942, "more than a quarter of all common laborers were paid at starting rates of 75 cents or more per hour." And in the "Little Steel" case, NWLB "fixed the minimum rate in the steel industry for common labor at 78 cents per hour, substantially in excess of the average hourly earnings of the 73 classes of railroad employees."

Have Not Benefited by Trend Toward Overtime

Moreover, the report continued, the railroad employees involved have an established 48-hour week. "If these employees," it added, "were to be compensated at time and one half for work in excess of 40 hours per week; that is, on the basis that is being increasingly applied in industry as a whole—an adjustment of 8.33 per cent on basic rates of pay would result. This would mean an increase in pay of slightly more than six cents an hour independently of any change in basic rates of pay." Later, however, the board made it plain that it had before it no demand for a 40-hour week and was making no recommendation in that connection; it was merely recognizing that "these railroad employees have not benefited by the wartime trend toward overtime compensation."

Meanwhile the board had made additional wage comparisons, noting "unfavorable differentials" of the railroad employees, who had received between December, 1940, and December, 1942, an increase of 10 cents an hour in basic wage rates. For manufacturing industries, it said, the comparable increase in straight-time earnings was 19.4 cents per hour; while one fourth of the factory workers employed in December, 1942, were in industries in which straight-time hourly earnings had increased by amounts ranging from 20.1 cents to 33.7 cents, one half were in industries where the increases have ranged from 16.9 to 33.7 cents, and three-fourths in industries in which the increases ranged from 13.1 to 33.7 cents. "In December, 1942," said the report, "the straight-time hourly earnings of the 97 manufacturing industries were higher than the corresponding earnings of the 73 classes of railroad employees, and these higher earnings in manufacturing industries prevailed for 69 per cent of the factory workers."

Turning to the take-home-pay basis, the board said that for the 12 months ended with October, 1942, the non-ops received average weekly earnings of \$36.40, whereas the average weekly earnings for factory workers

in 25 industries for the calendar year 1942 were \$40.03. It calculated that the weekly earnings of the railway employees had thus increased 21.3 per cent over the year 1940 while those of the factory workers rose 40.3 per cent. "The unfavorable differential of the railroad employees," it added, "is all the more striking because the average weekly hours of the railroad workers were substantially greater than the average weekly hours of the factory workers."

General Wage Level Up 16.7 Cents Per Hour

The index of general wage trends, which includes the railroad industry, "discloses that between December 1940, and December, 1942, the wage level has increased on the average of 16.7 cents per hour. . . . During the years 1941 and 1942 the annual earnings of farm laborers increased by 53 per cent as compared with an increase of 28.5 per cent for maintenance-of-way workers on the railroads. Farm labor rates of pay increased during this period by 79.8 per cent, as compared with 20.6 per cent for the maintenance-of-way workers."

Although the board based its "gross inequities" findings on these post-1940 trends, it found "additional support for that conclusion in other comparisons dating back to 1920. It did not, however, make any recommendation in the latter connection. "The board," the report said, "deems it contrary to public policy, in the midst of war and in face of the stabilization program, to authorize the elimination or correction, as such, of these more or less firmly established inequalities."

In rejecting the minimum-wage demand, the board said that "for a nationwide industry like the railroads it is virtually impossible to establish a minimum as such above the prevailing 46-cent minimum, which would not create serious maladjustments in particular localities and occupations and would tend to endanger the stabilization program." At the same time it noted that as a result of its recommendations "the minimum wage in the railroad industry will be substantially raised, and percentage-wise the low-paid workers will receive larger increases than the higher-paid workers."

Other parts of the report paid tribute to the railroad industry's wartime performance which has been "magnificent one," due to "the constructive, self-denying and patriotic attitudes of both the managements and the men." The board regarded it as of the "utmost importance" that the spirit of cooperation "be not impaired," adding that this calls for "effective preservation of the morale of the workers in the railroad industry."

* * *



Southern Railway Passengers Ride in a Combination Ferry and Tug Between Norfolk, Va., and Pinner's Point

Rate-Making Practices Assailed

Department of Justice discloses basis for its charges
railroad joint action in rate conferences constitutes
price-fixing in violation of the Sherman Antitrust Act

WASHINGTON, D. C.

THREE developments last week directed renewed attention to the energetic efforts of the Department of Justice to bring about fundamental changes in the rate-making machinery of the railroads—and of other forms of transportation—which are now operating, the department's antitrust division alleges, without statutory authority, and engaging in monopolistic practices that constitute a restraint of trade in violation of the Sherman Antitrust Act.

First, a group of antitrust division representatives on May 18 began an elaborate presentation of testimony in support of these allegations at hearings held by the Senate interstate commerce committee to consider the bill, S. 942, introduced April 2 by the committee chairman, Senator Wheeler, Democrat of Montana, to amend the Interstate Commerce Act to provide for agreements between common carriers for making rates and classifications, subject to certain statutory conditions and to Interstate Commerce Commission regulations.

Second, in the course of these hearings a Department of Justice witness disclosed that, "as of April 23," and "after the department became interested in" a written agreement entered into in 1932 by some 35 western railroads creating the office of Western Commissioner to exercise appellate jurisdiction over the Western Traffic Executive Committee (the "elaborate private rate-making or price-fixing" organization set up by railroads west of the Mississippi River), the agreement was cancelled.

Truck Rate Bureaus and Operators Indicted

Third, Attorney General Francis Biddle on May 21 announced that a federal grand jury at Denver, Colo., on that day had returned an indictment charging two motor freight bureaus, 7 motor truck operators, and 20 individuals with "conspiracy to prevent independent rate-making for interstate transportation of freight," and certain "coercive practices," in violation of the Sherman Act. In this announcement, the Attorney General explained that the indictment "makes no attack upon the conference method of rate-making but merely attacks the practices of certain rate bureaus."

The opportunity to develop at length the results of the antitrust division's extended investigations of private rate bureaus and rate-making conferences and associations in all fields of interstate transportation came when its spokesmen were invited by Senator Wheeler to appear before the committee considering his bill. Attendance at the first hearing was so large that the committee room was inadequate to accommodate it, and subsequent hearings were held in the Senate caucus room. More than a week was required for the department to outline its objectives and present the background of its case against railroad rate-making organizations. At a later date its sessions will be resumed to enable the department to complete its testimony about motor carrier rate bureaus. It is expected that testimony of shippers, rate bureau representatives and carriers will be heard later,

probably beginning around June 15. Director Eastman of the Office of Defense Transportation and spokesmen for the Interstate Commerce Commission also are expected to appear before the committee in the course of its hearings on Senator Wheeler's bill.

Argument From the Arnold Viewpoint

A preliminary statement by Arne C. Wiprud, special assistant to the Attorney General and chief of the transportation section, antitrust division, opened the Department of Justice's appearance before the committee. "The Interstate Commerce Act makes it the duty of every common carrier to initiate its own rates and file them with the commission," Mr. Wiprud said. "The transportation industry, however, has developed a nation-wide system of making rates through group action which has largely supplanted independent rate-making and has also assumed to a large degree the supervisory functions over rates which Congress vested in the Commission. . . . The commission has no jurisdiction over these privately established rate bureaus and rate-making conferences: It may be said that the commission has jurisdiction over the product, that is the filed rate, but not over the machinery that makes the product. In practice, only those rates which such bureaus and conferences permit to be filed with the commission are subject to the commission review and then . . . only a small percentage are finally reviewed.

"The issue here is price-fixing in interstate transportation. Price-fixing in any industry through the common action of its members means, of course, the end of competition. In transportation it means the end of a competition which is limited and subjected to supervision by law, but the public policy of the Interstate Commerce Act relies upon private competition rather than private group price-fixing. In the transportation field, as elsewhere, private price-fixing through group action permits the arbitrary manipulation of prices which is the very essence of monopoly power. It has been tried in some industries but no industry in the United States has developed private price-fixing machinery comparable to that in the transportation industry, establishing its own system of government and exercising legislative, judicial and executive functions. Through this machinery the dominant carriers actually fix transportation rates, compel adherence to such rates, prevent individual carriers from exercising their legal right to make their own rates, and thus artificially stabilize rates with a resultant restraint upon interstate commerce."

The "private rate-making machinery of the railroad industry" consists of about 15 rate associations and conferences, Mr. Wiprud informed the committee, while in the motor carrier field there are approximately 100 such bureaus and conferences, "patterned after those established in the rail field," of which "a score publish all of the rates for the principal carriers."

The evolution of this machinery, and of similar but "not as elaborate nor as well developed" machinery for water

and air carriers, he said, "is one of impelling public significance. The machinery of the Interstate Commerce Commission for supervising rates is dwarfed by comparison." There also have been "agreements for concerted action between organized motor carriers and organized rail carriers under which whole groups of motor carrier rates were raised to the level of rail rates," Mr. Wiprud went on to say.

The Test for Monopoly

Since "the ability to manipulate prices arbitrarily is the essence of monopoly power," he continued, "and since such manipulation of rates is being exercised by all branches of the transportation industry through their private rate-making machinery, it is clear that the transportation industries have in effect restored monopoly prices of transportation and have perpetuated the principles of the Esch-Cummins Act which Congress thought it had rejected in 1933."

Mr. Wiprud also called the committee's attention to the alleged monopolistic contract made in 1936 between the Railway Express Agency and 16 air lines which, he said, provided that air express rates should be at least twice rail express rates, prohibited the air lines from entering into any other arrangement for cargo transportation where R.E.A. service was discontinued, and gave the R.E.A. control over the routing of traffic. "Thus, air cargo carrying on the domestic air lines of the United States became the exclusive monopoly of the railroads."

Quoting assertions of air enthusiasts that, "if air traffic is allowed to develop," air lines can profitably carry express at less than present rail rates, the special assistant to the attorney general pointed out that the contracts between the R.E.A. and the air lines had been amended in February, 1943, to remove some of the exclusive provisions, including that relating to rate control, but not that concerning the routing of traffic.

Rates can also be controlled through mergers or acquisitions of carriers, he went on to say, calling the committee's attention to several cases of this kind in which the Department of Justice had intervened. "At least one" large truck line merger was "sponsored by railroad bankers," he said, referring to the Transport Company project, involving 27 truck operators, which was "stopped" by the Interstate Commerce Commission, and the subsequent Associated Transport "scheme" to form the largest truck operator in the country, in which "there was much shifting of scenery and actors but the net result was about the same." The commission's approval of this merger, he pointed out, is now before the Supreme Court for review. Another merger proceeding in which the Department of Justice has intervened, he continued, is that in which Refiners Transport & Terminal Corporation proposes to acquire various tank truck operators. Intervention was because "the real party in interest," Union Tank Car Company, which "supplies tank cars under contract to railroads," was not before the commission, he explained, though controlling Refiners through ownership of 82.6 per cent of its stock.

"Piecemeal" handling of the rate-making problem will lead to a "perpetuation of the evils inherent in the present system," Mr. Wiprud contended. The larger issue, he declared, is "whether competition or regulated monopoly is to be the future policy of Congress in the making of transportation rates."

A wartime development in rate-making procedure which Mr. Wiprud then outlined to the committee led to pointed questions by a number of Senators. This was the

certificate issued by War Production Board Chairman Donald Nelson—by authority of Congress through a provision of the Small Business Concerns Act, he pointed out—which in effect authorizes conference rate-making by carriers, subject to Interstate Commerce Commission regulation, and for the duration of the war affords the rate-making bodies immunity from antitrust law prosecution, as reported in *Railway Age* of April 3, page 685. Senator Shipstead, Republican of Minnesota, inquired if this certificate legalized transactions heretofore illegal, and Chairman Wheeler asked whether the Department of Justice felt it permitted violations of the Sherman Act.

The Supreme Court ruled as far back as the 1890's that railroad group action violates the Act, Mr. Wiprud said, and as recently as 1941, in the Socony-Vacuum case, it cited this decision as a precedent in finding that price-fixing through group action is *per se* a Sherman Act violation. In authorizing "carriers in all fields of transportation to get together for the purpose of fixing the transportation rates of the country," he declared, "... the certificate goes beyond anything that has ever been attempted or condoned. ... Independent rate-making under the certificate is virtually an impossibility."

An Alleged Deep-Laid Plot Uncovered

Mr. Nelson's certificate, the witness continued, is "next to the last step to the achievement of integrated transportation systems as proposed by the Association of American Railroads" and the Transportation Association of America, "sponsored and closely allied" with the A. A. R., and embodied in a "revolutionary program" revealed to the Board of Investigation and Research in July, 1942, which "is apparently designed to protect the railroads' investments regardless of the economic cost to the nation." Mr. Wiprud charged that the railroads are pressing Congress for legislation to exclude them from the provisions of the Sherman Act, while the country's attention is focused on "an all-out effort to preserve its very existence," so they may carry out this program of integration with all its "monopolistic implications."

Answering Senator Shipstead's demand that he tell what the department had done about these conditions, Mr. Wiprud reviewed briefly the course of grand jury proceedings in Chicago where, beginning in September, 1942, evidence of alleged Sherman Act violations by rate bureaus was being presented when, on January 4, 1943, the jury voted to discontinue the proceedings after hearing letters written by the Secretary of War, the acting Secretary of the Navy, and ODT Director Eastman to the Attorney General, asking that presentation of indictments in the case be deferred for the duration of the war, as reported in *Railway Age* of January 9, page 182. The committee was not entirely satisfied with these explanations, and on May 19 recalled Mr. Wiprud for further questioning, in the course of which Senator Wheeler made it clear that he did not like the idea of the executive branch of the government stopping the proceedings of a grand jury and "usurping the functions" of a court, a view with which other members of the committee obviously were in agreement.

This topic came up again on May 22, when the committee was told of the Denver, Colo., grand jury action the previous day, and Mr. Wiprud was subjected to further questioning by Chairman Wheeler, who wanted to know why the Chicago proceedings, where "big fellows" were involved, were stopped by the executive branch, while an indictment was returned against smaller organizations in the Denver case. The witness explained that "flagrant

violations" were involved in the latter, and that the Attorney General had not agreed to any change in policy toward "flagrant" violations when he yielded to the request to defer indictments in Chicago. To this Senator Wheeler inquired how the executive branch determined what violations were flagrant. The issue was violation of the Sherman Act, not stopping some particular abuse, he declared, and he went on to say that to indict the "little fellow" and to "let off" the "big fellow" is "not driving the money changers out of the temple."

Judge Arnold's Philosophy

Pursuing its inquiry into the grand jury proceedings, the committee on May 25 heard Judge Thurman Arnold—who was assistant attorney general in charge of the antitrust division while these transportation cases were developing—explain the significance of a 14-page memorandum for the division's staff outlining "our transportation plans" and calling attention to his convictions that, on the date the memorandum was prepared (September 28, 1942), the railroads had a "strangle hold" on domestic air lines; that, as developed in a Senate investigation, the railroads had first endeavored to restrict trucking operations and later invaded that field; that the railroads had resisted the government's requests for rate adjustments to reflect the realities of wartime conditions; and that the railroads were fostering integrated transportation systems that "would possess the power of life and death over every community and every industry." These convictions; the division's belief that a "far-reaching conspiracy" existed to manipulate freight rates; its discovery of unfiled agreements for joint action between carriers; evidence of practices preventing the development of the West and South because of the dominance of eastern roads—all of these circumstances impelled the division to investigate the rate-making machinery and to seek indictments under the Sherman Act, Judge Arnold told the committee.

While the issues before the Chicago and Denver grand juries were essentially the same, he explained, the War Department and other executive agencies were willing to have the cases pushed only where flagrant abuses were involved, and in the Chicago proceedings this, in his opinion, was impracticable. The War Department was unwilling to approve the Denver indictments, he went on to say, until after the Department of Justice had agreed to Mr. Nelson's certificate authorizing conference rate-making. The Denver proceedings, Judge Arnold pointed out, were based on Interstate Commerce Commission findings given the antitrust division for action, although the commission had never agreed with his view that the existing rate-making machinery is illegal. The objections of Director Eastman and the War and Navy Departments to continuing the Chicago proceedings resulted, he said, not from the endeavor to prosecute a flagrant abuse of the Act, but to their belief that the indictments would attack the entire rate-making structure, the existence of which they considered essential to the war effort.

On May 19 and 20, Irston R. Barnes, a consulting economist in the antitrust division who was before the summer of 1941 on the economics staff of Yale University, gave the committee a detailed report on the "organizational machinery through which price decisions are made" by joint action among railroads and among truck operators, employing a 53-page prepared statement and a group of maps and charts. On these he traced the boundaries within which various units function and the flow of rate proposals through various elements of the structure. Pointing out that in 1935 there were about 500,000

tariffs and supplements on file with the Interstate Commerce Commission, Mr. Barnes gave the committee statistics on tariff changes filed and the disposition of suspension requests by the commission in recent years. These figures disclosed that although as many as 124,674 changes have been filed in a year, the largest number of requests for suspension received in a year was 1,926 and the largest number actually suspended was 785. In recent years, he said, "more than 99 per cent of the rate changes filed with the commission become effective without any investigation by governmental authority. These statistics indicate that competition in the pricing of transportation services must continue to be the main protection of the shipping public." In this connection, Senator Reed, Republican of Kansas, pointed out that shippers have an opportunity to file a protest if they do not like a tariff, and that state commissions and shipper associations are always on the watch for changes objectionable to them.

"The fact is," Mr. Barnes continued, "that the existing rate-bureau structure has been designed to eliminate all competitive considerations in the establishment of railroad rates from the lowest rate committee to the highest appeal body. The decisions with respect to rates are made by the representatives of a group of competing carriers, not by the traffic managers of an individual carrier seeking to develop additional traffic by competitive rate reductions. In the pricing of their services the railroads act as a single unit; their decisions are the decisions of a monopolist weighing the effect of any price change upon the net revenues, not of a single carrier, but of all carriers together."

The Western District Commissioner Plan

An agreement among about 35 western roads, entered into in 1932, to refer to a "neutral" commissioner questions affecting net revenues where agreement could not be reached among the roads interested made this standard of judgment "explicit," Mr. Barnes declared. The history and scope of this agreement were elaborated upon by James E. Kilday, special assistant to the Attorney General, in the course of his testimony on May 21 and 22 on the antitrust division's investigation of railroad rate-making practices in the territory west of the Mississippi, in which his 55-page prepared statement was amplified by maps, charts and documentary exhibits.

Rail rates in the western territory are determined, in general, by 10 rate bureaus under the appellate jurisdiction, first, of the Western Traffic Executive Committee and, above this, "until the last few days," Mr. Kilday said, of the Western Commissioner, "charged with the duty of looking into and arbitrating every question or proposed change in rates and in policy and in service which might adversely affect net operating revenues of the railroads west of the river as a whole." When the commissioner's decisions were not accepted the question was referred to a committee of railroad directors who were not presidents, vice-presidents, or receivers.

This "all-inclusive" agreement, Mr. Kilday told the committee, "does not even mention the public interest" as an element for the commissioner to consider. While the chairman of the Western Association of Railway Executives was made commissioner under this agreement, it was provided that his duties in the two offices would be entirely distinct and separate, the witness pointed out. The agreement provided, he added, among other things, that the parties thereto would give "general consideration to western freight and passenger rates, rules and practices from the standpoint of all western railroads rather

than from the standpoint of any individual western railroad," for the "basic purpose" of avoiding practices which would dissipate earnings.

When the Department of Justice learned of the existence of this agreement it asked on April 9, 1943, for a copy of it, and received it on April 14, Mr. Kilday said. On the same day the agreement was filed with the Interstate Commerce Commission, "about 11 years after it was entered into," he added. And then the agreement was "represented to us" to have been cancelled as of April 23, the Department of Justice spokesman continued.

Chairman Wheeler Is "Shocked"

Senator Wheeler expressed himself as "shocked" at this disclosure when reviewing the subject while Judge Arnold was before the committee. He already had remarked that "these people who entered into the agreement were stupid, if nothing else, in view of the statute, as it was clearly a violation of the Interstate Commerce Act." Whoever wrote the agreement, he declared, "ought to get some new lawyers."

Mr. Kilday went on to analyze in detail the operations of the various subordinate rate bureaus in the western territory, and particularly of the Trans-Continental Freight Bureau, through which, he said, 9 railroads (two of which are Canadian) make transcontinental rates and impose them on the entire nation without regard to any other rate bureau, though some of them, he conceded, "are not completely without remedy." The witness quoted from Interstate Commerce Commission reports to support his contention that "small carriers" not affiliated with the "nine lines" have little voice in making transcontinental rates, and that "members have exerted pressure on independents to conform to bureau policies," while the Association of American Railroads, "in ordering secrecy about all rate bureau proceedings, mentioned the imposition of penalties against carriers which should divulge anything about such proceedings."

In this connection Chairman Wheeler remarked that the I.C.C., when it discovered some lines were being dominated by others, ought to have taken the initiative; instead, he said, the commission "apparently sat by and let things go on." It could have "suggested" to these carriers that they should desist from such practices, he declared, and they probably would have complied.

An equally detailed picture of the railroad rate-making machinery in Official or Eastern Territory, together with a brief analysis of motor carrier rate bureau relationships and procedures in the same area, was presented to the committee May 27 and 28 by Albert Boggess, special attorney in the transportation section of the antitrust division, whose 85-page prepared statement was supplemented by maps and charts and a large number of documentary exhibits.

In describing the functions of the Traffic Executive Association-Eastern Territory, Mr. Boggess referred to certain recommendations as to appeal procedure by the association chairman—no provision is made in the rules for appeal by a member or a minority, he pointed out—with respect to rates or practices which he may regard as "inimical to the interests of the carriers of the association as a whole." These recommendations were made in 1931, he said, by the Eastern Presidents' Conference. The Department of Justice, the witness added, only learned of the existence of this conference "a few weeks ago." He gave the committee information to the effect that the conference claimed that it did not handle traffic matters, but pointed to these recommendations as evidence that it had so concerned itself at one time.

Independent rate publication in practice is a rare exception, Mr. Boggess said, though he conceded, in answer to questions by Chairman Wheeler, that any railroad can take a rate change direct to the Interstate Commerce Commission without going through any of the committees. While provision is made for appeal from the subordinate rate committees in the territory to the Traffic Executive Association, appeals from that body have been very rare, he declared, and then were made "in order to delay and restrict the action of the members who had given notice of exercising their right of individual action, and perhaps to gain time in which to influence and induce these members not to exercise their rights of individual action."

Interterritorial rate proposals are considered by committees in each territory involved, the witness explained, and "a committee passing favorably on an interterritorial proposal recommends the proposal *subject to the concurrence* of committees of other interested territories. If they do not concur the proposal does not become a rate." Within Official Territory, he told the committee at another point, although the right of independent action is recognized in committee rules of procedure, "there are not only restrictions on its free exercise in the rules of procedure but also ways and means of delaying and discouraging its use by appeals from the independent announcement of a member."

Senator Wheeler's bill, the subject of these hearings, would surround with many provisions and restrictions its statutory legalization of joint action by common carriers in making rates. On May 17, the day before these hearings began, Representative Bulwinkle, Democrat of North Carolina, a member of the House Committee on Interstate and Foreign Commerce, introduced in the House a bill (H. R. 2720) of similar effect, specifically excluding such joint action from the operation of the antitrust laws, but providing in general terms only for regulation of the rate-making machinery by the Interstate Commerce Commission.

Floods Delay Traffic on Mid-Western Roads

WATER from 14 rampaging rivers damaged railroad property and caused delay to traffic at many points in 6 mid-western states between May 18 and May 27. Levees broke at many points; about 2,000,000 acres of land, including yards and other railway property, were inundated and railroad bridges and tracks were washed out. St. Louis, Mo., Dupon, Ill., where extensive yards of the Missouri Pacific are located, Beardstown, Ill., and Okmulgee, Okla., were among the points where flood waters were the highest.

The first evidence of flood danger, arising from three weeks of heavy rains, occurred on the Arkansas river and at Peru, Ind., on May 17, at which latter point the Wabash river overflowed its banks and flooded the Chesapeake & Ohio terminal on May 18. This was followed by rising water in the White river in Indiana. By May 23, the Wabash river reached a stage of 27 ft. at Vincennes, Ind., the highest on record at this point, and then receded but not until a small break had occurred in the Brevort levee. Logansport, Wabash, Peru, Lafayette and Terre Haute were other points in Indiana where the railways experienced trouble from high water.

The Illinois and Sangamon rivers in Illinois likewise



The Wabash River in the C. & O. Engine Terminal, Peru, Ind.

Official U. S. Navy Photo, from Acme

were swollen by the heavy rains, and Springfield, Ill., Petersburg, Peoria and Beardstown were hard hit. At Beardstown the Illinois river rose to 28.8 ft. on May 22, receded on the following day and then rose again, and a crest of 30 ft. was forecast. The Missouri, the Osage and the Meramec rivers in Missouri likewise overflowed, water being at 36.7 ft. at St. Charles on May 22.

Flood waters of these rivers, together with those from the Illinois, the Sangamon and the upper Mississippi, poured into the Mississippi at St. Louis and caused it to rise to 38.3 ft. on May 23, the highest level reached by this river since 1844. As a result the Missouri river, swollen by flood waters from the Osage river and the Mississippi river, over-burdened by water from the Illinois, formed a new channel which brought their confluence to a point six miles from St. Charles. Water from the Mississippi submerged the yards of the Missouri Pacific at Dupou, Ill., suspending operations.

While combined rains caused the rivers in Illinois, Indiana and Missouri to overflow, the water also rose in the Neosho river in Kansas, the Canadian, the Cimarron, the Verdigris and the Grand rivers in Oklahoma and the Arkansas river in Oklahoma and Arkansas. At Muskogee, the Arkansas river reached a level of 48.47 ft. on May 21, and the bridge of the St. Louis-San Francisco at that point was threatened by water and debris. Passenger trains which had been marooned at Muskogee moved out on May 21, and the Missouri-Kansas-Texas put back into operation a bridge at Eufaula, part of which had been washed out a few days before.

As a result of the flood waters, train operation became so interrupted that it became necessary to place many embargoes. The Illinois Terminal, on May 18, embargoed all freight from stations north of Springfield, Ill., and to all stations between Riverton and Bloomington and Danville, and on May 22, all freight destined for Elsah, Ill., and Chautauqua and Grafton.

The Wabash, on May 19, embargoed all freight moving to and from Wabash, Ind. The Missouri-Kansas-Texas, on May 19, embargoed live stock and perishable shipments to or via St. Louis and Kansas City and points between St. Louis and Kansas City and McAlester and Oklahoma City.

The Kansas City Southern, on the same day, embar-

goed all freight destined for movement between Pittsburgh, Kan., and Spiro, Okla., and on May 21, between Redland, Okla., and Spiro. On the same day it opened its line between Kansas City and Sallisaw, Okla., but, on May 22, service was still out over its Arkansas river crossing between Redland and Spiro.

The Gulf, Mobile & Ohio on May 22 embargoed perishable and livestock traffic originating at or from connecting lines at East St. Louis, and from points on its line north of Baldwin, Ill., including East St. Louis. The Peoria & Pekin Union, on May 22, placed an embargo on all freight moving across the Illinois river because of its inability to cross the stream.

The Missouri Pacific, on May 22, embargoed all freight moving over its line between Dupou and Gale, including that from the Illinois coal fields and all freight for movement to or via points between Thebes and Cairo. As a result of the flooding of its Dupou yards and a break in its St. Louis-Kansas City line at Jeffersonville, a large amount of its traffic had to be rerouted.

By May 23, flood waters so interfered with train operation that the Interstate Commerce Commission declared a transportation emergency in the Middle West and authorized any railroad holding or receiving freight to divert or reroute it via any open channel without regard to shippers or other routing directions. Under the order, the freight charges under which the traffic was moving applies, though the route be changed.

The difficulties confronting the railroads in the operation of freight and passenger trains in the flooded areas are illustrated by the experience of the Chicago & Eastern Illinois which, because it was able to protect its lines, was in position to handle more than 32 trains of other railroads. When the Mississippi began to rise and threaten St. Louis, this railroad anticipated the difficulties that would confront the railroads entering St. Louis and protected its line along the Mississippi from Thebes, Ill., to Tamms, and in addition built a wye at Fayville so that it could handle trains from railroads connecting at Thebes and Tamms. As a result of the preparations taken, it was the only railroad operating in the Southern section of Illinois. On May 24, it handled 300 cars of oil and in addition 8 Milwaukee freight trains between Terre Haute and Clinton; 2 B. & O. passenger trains

between Vincennes and Terre Haute; 1 Nickel Plate passenger train between Danville and Cayuga; 10 Missouri Pacific freight trains between Fayville and Tamms; 2 Cotton Belt freight trains between Fayville and Tamms and another between Bentony and Fayville; and 8 New York Central freight trains between its west side lines in Evansville and its east side lines. In addition, the C. & E. I. handled 500 cars of oil turned over to it by the Gulf, Mobile & Ohio and the Cotton Belt at Tamms and St. Elmo and its own freight and passenger business. All this traffic with the exception of the one Nickel Plate passenger train was handled on single track lines.

The experience of the Dixie Limited indicates the difficulties confronting passenger train operation in flooded areas. The train left Chicago over the C. & E. I. on May 21, but while enroute to Evansville a dike in the Wabash river near Emison, Ind., broke and the train had to be returned to Terre Haute. It was then re-routed over the New York Central from Terre Haute to Evansville via Paris but another levee broke and took out the N. Y. C. line south of Paris. With this line to Evansville out, the route was again changed and the train continued west over the N. Y. C. to Shelbyville, Ill. Here it was taken back by the C. & E. I. and operated over its freight line to Mt. Vernon, Ill., where it was turned over to the Louisville & Nashville.

Every railroad in the flood area was affected and a tabulation of the damage suffered and the methods employed to handle traffic cannot yet be made. However, a few examples indicate the extent of the problems that arose. The Chicago, Burlington & Quincy was affected at several points. At Beardstown, where its line for about 1½ miles is built on a fill that is 30 ft. high, water rose to the rails. When a locomotive was run over the tracks to test the line on May 23, the fill showed signs of giving way and it was necessary to discontinue all operations over the line to St. Louis. Although the Illinois river continued to rise at Beardstown to 29.65 ft. on May 25, and army engineers expected it to rise to 30 ft., or above the three feet of sand bags that had been placed on top of the permanent 27-ft. dike, the freight yards of the Burlington at Beardstown were still in operation. On May 25, the Burlington was confronted with the fact that if the water rose 0.35 ft., its yards would be covered with 7 or 8 ft. of water. With the cutting off of the Beardstown line, the Burlington was without a line to St. Louis, for wash-outs at Hannibal and East Alton had previously made the Hannibal-St. Louis line inoperative. It is anticipated that three weeks of pile driving, filling and temporary bridge building will be required before the Hannibal-St. Louis line can be restored to service. When its lines were rendered inoperative, the Burlington's only route to St. Louis was over the Alton via Louisiana, Mo., and Whitehall, Ill.

The Chicago, Rock Island & Pacific was hit in several of the flood areas. Its Chicago-Peoria line was inundated, water reaching a depth of 17 in. over its tracks at Sparland on May 25, where because of high water it was forced to suspend the operation of its Diesel propelled Peoria Rocket and substitute a steam train in shuttle service between Peoria and Bureau. West of Eldon, Ia., 13 ft. of water stood on the tracks of the Rock Island and until the water recedes, the extent of the damage cannot be ascertained. High water also interfered with train operation on its St. Louis-Kansas City line and on its lines in Oklahoma and Arkansas. When the flood waters of the Arkansas river broke the Big Inch pipeline near Little Rock, Ark., the Rock Island offered its bridge for a temporary pipeline.

R. B. A. on Post-War

WHATEVER may be the duration of the war, it is unlikely that new additions will do more than offset compulsory retirements and the hard usage of all available facilities will tend generally to increase the overall obsolescence of the entire transportation plant, according to Harry A. Wheeler, president of the Railway Business Association, in the introductory paragraphs of a book written by P. Harvey Middleton, vice-president, and just published by the association. In the book, Mr. Middleton has summarized the transportation facilities of the United States at the time this country entered World War II and the plans of private industry and various departments of the federal government to deal with the transportation problems of the postwar period.

Mr. Wheeler, in the introduction, says that without regard to the kind of postwar economy this country may embrace, it will have to be implemented by transportation. "Mr. Middleton," the introduction continues, "has wisely refrained in his factual story from speculating on the postwar situation, but his reasoning that the decline in ton-miles and passenger-miles will follow the decline in national income upon much the same pattern as we have experienced in the ascending scale of income and traffic would indicate that if the war should be won by the end of 1944, it may be several years before traffic would react to the level even of the 1941 performance, especially if this traffic is sustained by a national income promoted by liberal appropriations for public works and by a pre-determined concert of action by industrial interests to increase rapidly the production and distribution of civilian goods as basic materials are released for this purpose. The railways, then, for the duration, must carry a major part of the whole traffic, and must continue in this important role until the allocation of materials and the reconversion of plants make possible the rebuilding of the facilities of the competitive transport services.

"The postwar competitive struggle will be severe, and the percentage distribution of the whole traffic will change, by subtracting from the railways and adding to the volume of each competing form of transportation. But while the railways cannot expect to hold their present proportion of the whole traffic volume, they may retain in the postwar period a larger proportionate volume than in the prewar years, if they modernize their plant, operating methods, and rate structures. And they will have opportunity to do so as that which has become obsolete is discarded and they install the improvements which the manufacturers and the mechanical and engineering staffs of the railways will cooperatively have ready for their adoption at the end of the war.

"There are, however, certain factors in the transportation situation that are a part of the postwar planning program of the government which directly affect the non-railway carriers and also have an important bearing upon the competitive conditions of the railway group. Mr. Middleton has told what is being planned by the government in the extension of highways, waterways, and airways as a part of its postwar program to broaden the employment base through public works expenditures. These suggested outlays so definitely tend to increase our basic transportation facilities that they must be reckoned with as a part of the competitive structure with which the railways will be further confronted. If carried out, these public expenditures will magnify the possibilities of increased subsidized competition."

Communications and Books . . .

24-Hour Day

NEW HAVEN, CONN.

TO THE EDITOR:

Anyone who has travelled abroad has been impressed with the advantages customary in many parts of the world, in designating time on a 24-hour basis, rather than using, as we do on this side of the water, two 12-hour cycles each day. The simplification of railroad timetables is obvious and is of much advantage to all concerned. Many errors are avoided by the 24-hour designation.

It has been impossible in this country to adopt this scheme, perhaps largely on account of inertia, and perhaps especially because of the fear of complication during the period of educating people that, for instance, six o'clock in the afternoon may be

better designated as 18 o'clock, and ten o'clock in the evening as 22 o'clock, etc.

Now that so many men and women are in the armed forces where the 24-hour designation is standard practice, it is suggested that this is a favorable opportunity to adopt the scheme on a national basis. The period of education should be very short and people should soon become familiar with the idea and quickly adapt themselves to the habit. The education might be accelerated perhaps if radio announcers were to be asked to announce the time on both bases.

The experience of the railroads in developing Standard Time in this country might be repeated if the railroads were again to take the initiative in this connection, and it is probable that public response would be favorable and would be followed by appropriate legislation. Why not start this idea?

S. W.

New Work by Author of "Managerial Revolution"

The author of "The Managerial Revolution"—an extremely intelligent and provocative book which was widely read by many alert captains of industry (and also their discerning lieutenants, sergeants and corporals) back in 1941—has now come forward with another tome which, in practical value, probably outranks his previous effort. The 1941 book, which was discussed at some length in the September 6, 1941, issue of this paper, page 365, will be remembered as a persuasive argument to the effect that managers and bureaucrats were taking over industry and government—leaving company owners, elected governmental representatives, and the electorate holding the bag.

The new book is called "The Machiavellians—Defenders of Freedom." This title, while perhaps accurate enough, is too narrow to reveal the effective content of the work. In reality, the volume is a practical guidebook on political behavior by those who can bring themselves to accept the fact that politics is no cleaner than it is. No intelligent person will willingly forego genuine enlightenment in this field, because politics now and henceforth threatens to regulate the very breath of all of us.

Here and there, of course, ingenuousness and candor do exist in political leadership. To that extent this book's generalizations are unjust. But revelations to your reviewer by people who have had extensive experience with politicians suggest to him that the hard-boiled and even shocking observations of political reality, as systematized by this author, will prove of more practical help than a whole shelf-full of the usual moralizing textbooks.

Sounding his note of sordid realism at the very outset of the book, Mr. Burnham quotes the 1932 platform of the Democratic party and the speeches of its leading candidate—which, it will be remembered, promised to cut the cost of the federal government by not less than 25 per cent, to balance the budget, and to preserve a sound currency.

There is no space here even for a summary of the penetrating observations—and precise reasoning therefrom—by which the author arrives at his conclusions. Some of these, if presented bare of the logic which produced them, would be deemed recklessly exaggerated and cynical. In general, it may be said that the author argues cogently that democratic rule (in the sense of actual control by the electorate of public officials) is impossible. The most, he believes, that can be hoped for in this direction (and we are in danger of losing even this) is a strong opposition to the government, which will prevent gross abuse of its power; and the maintenance of "juridical defense," i.e., courts removed from direct political influence, and other such institutions to protect the individual "from the arbitrary and irresponsible exercise of personally held power."

This work is not merely another exposure of the shocking difference between the lofty ideals proclaimed by the New Deal and its actual behavior in buying its way into power with other people's money. Other books have revealed these facts, but this one tells how to cope with the perpetrators. This it does by

making known in concrete modern terms the principles by which such political power is acquired and held, as evolved by realistic analysts (of whom Machiavelli was the first). By extending such knowledge, the author hopes to make it easier to unthrone the more dangerous demagogues; or at any rate, partially curb them by providing greater political skill in the opposition.

At all events, what most needs to be eliminated if freedom is not entirely to vanish is what Mr. Burnham calls "bonapartism"—the single ruler who persuades himself and others that "the people" have given him unlimited power. Germany and Russia have provided the most notable examples of this unsavory phenomenon, but there are overtones of the same malady uncomfortably nearer home. At this point the author names names, special attention being devoted to Henry Wallace.

Mr. Burnham concludes from the evidence he cites that the great mass of the people never have directed the course of politics and never will. That job is always done, whatever the form of government, by "the politically élite." The difference between forms of government depends on who it is that composes this "élite." In "the politically élite" in this country at the present time the author includes not only political leaders in the narrow sense of the term, but also the leaders of business and other social institutions. He advises such persons what behavior to adopt if they wish to continue holding their favored position. Foremost in this admonition is the assertion that entrance into the ranks of the "élite" must be easy to outsiders of ability. The author sees a portent in the drifting of many young men of superior capacities into the bureaucracies, in preference to careers in industry. Especially, he warns all branches of leadership to make willing room in their midst for the soldiers, who heretofore have had to take a back seat in the affairs of the nation; but not any more.

The author persists in the view, expressed in his previous work, that free capitalistic enterprise is on the way out. At the same time, however, he recognizes, if the economic power now decentralized in private hands is gathered in by the federal government, that political liberty will be a thing of the past. Probably, if large numbers of protagonists of the enterprise system would profit from the political wisdom Mr. Burnham expounds, they would find ways to prove his post-mortem on them a little premature. There are isolated spots in this book which will irritate many readers—for example a wholly-gratuitous declaration, quite seriously intended, that "there is no such place as heaven." It is difficult to understand why such a negation, which could no more be proved by the methods of science than its affirmation, should appear in a work of scientific intent.

On the whole though, in its over-all practical guidance for the alert reader—especially the one with responsibility for or ambition toward industrial leadership—this is the kind of book that will not willingly be overlooked. It rates a place even above the author's earlier work—and, among thought-provoking recent literature, belongs in a convenient spot on the library table alongside Gustav Stolper's "This Age of Fable" and Peter Drucker's "Future of Industrial Man."

* Published by the John Day Co., N. Y., price \$2.50.

Railroads-in-War News

Transport's Needs Not Well Provided

A. F. Whitney urges a top war board which would have duties to carriers

Arguing that the problem of transportation had not been properly co-ordinated with the related problems of materials, production and manpower, A. F. Whitney, president of the Brotherhood of Railroad Trainmen, on May 26 warned a Senate Military Affairs subcommittee of a possible breakdown of rail transportation in the United States, "unless drastic steps are taken to avert the crisis." In the terms of the B. of R. T. press release, Mr. Whitney "demanded" that the Office of Defense Transportation be "integrated with other war emergency agencies."

The subcommittee had under consideration so-called stopgap legislation to accomplish the general purpose of the bill (S. 607) to create an Office of War Mobilization, which was introduced in the Senate February 1 by Senator Kilgore, Democrat of West Virginia, for himself and others. Mr. Whitney, while not definitely objecting to the stopgap legislation, urged that the War Mobilization Bill be acted on promptly, but with an amendment to "tie in" the ODT with other war agencies. The witness also indicated that his lack of enthusiasm for the stopgap bill might be related to the fact that this bill, unlike S. 607, does not provide for "labor" representation on the "top war board."

"Railroad equipment," Mr. Whitney said, "both cars and locomotives, is being used to capacity, and replacements are inadequate. No doubt, more transportation could be handled, if new rolling stock were secured, if materials for the enlargement of inadequate terminal facilities could be obtained. Here is where the War Mobilization Bill comes into the picture. The Office of War Mobilization would solve this problem in accordance with a balanced program of production co-ordinated with our military needs."

"Silver Star" for Gallantry Awarded Southern Employee

The War department has announced that Captain Walton Goodwin, III, who was employed by the Southern as track supervisor on its Winston-Salem division before he entered military service in November, 1941, has been awarded the Silver Star "for gallantry in action in North Africa." Captain Goodwin (at the time a first lieutenant in command of a tank unit) risked his life under enemy fire to

rescue a seriously wounded soldier, according to the citation.

Captain Goodwin was leading a squadron of tanks into action when his own tank was knocked out by a mine. He climbed out and walked through heavy fire to another tank that was burning. He found all occupants dead, but one wounded soldier had crawled out. The Captain administered first aid and then carried the wounded man approximately 25 yds. to the rear and performed a necessary operation on his leg, later removing him to safety.

Captain Goodwin entered the service of the Southern in March, 1935, as a student apprentice after graduating from Virginia Military Institute at Lexington, Va. He served as assistant track supervisor successively at Columbia, S. C., Strasburg, Va., and at Winston-Salem until September, 1938, when he became supervisor at the latter point.

Will Save 2,000 Car-Years

An estimated 2,000 freight cars per year are expected to be released for other uses as a result of the War Production Board's May 21 order directing that sanitary napkins be compressed for packaging. The order is General Limitation Order L-95, as amended.

House Bill to Create Civilian Supply Administration

Another bill to create an independent Civilian Supply Administration has been introduced in Congress by Representative Andresen, Republican of Minnesota. It is H. R. 2761, and is similar to the Senate-approved Maloney bill (S. 885) which Director Eastman of the Office of Defense Transportation has said would create a "chaotic and impossible situation" wherein he would be "unable effectively to carry out the responsibility for domestic transportation which has been placed upon me."

Eastman Would Have Furniture Marts Cancelled

Cancellation of all furniture marts for the duration of the war has been requested by Director Eastman of the Office of Defense Transportation. The request, the ODT announcement said, "was made as part of ODT's campaign to discourage holding of conventions . . . and similar gatherings which impose heavy, concentrated traffic burdens on railroads and intercity bus lines."

It was made in a letter sent by Mr. Eastman to managers of various furniture marts and to furniture manufacturers, dealers, and other members of the industry. The ODT director said he was "thoroughly convinced" that all such gatherings "must be eliminated or drastically curtailed to safeguard the essential passenger service which the war effort requires."

Oil Movement to East Cut Sharply

Effects of floods and Army's demands force ODT to cut truck and bus supply

The first impact of the Midwest floods on the eastern gasoline supply was reflected in a sharp reduction in tank car deliveries of oil on May 24, the Office of Defense Transportation announced. During the 24 hours of that day arrivals of oil at 25 eastern terminals which receive about 90 per cent of the total rail movement numbered 3,229 cars, or some 700,693 barrels, which was 16.5 per cent below the preceding week's daily average deliveries of 3,866 cars, or about 859,000 barrels, at those same terminals, the ODT indicated.

These figures contrasted with the new high record for all-rail movement of oil into the Atlantic coast area, established in the week ended May 15 and announced May 20 by Petroleum Administrator Ickes. In that week tank car deliveries in that territory averaged 980,326 barrels a day. In addition, deliveries of kerosene in drums in box cars averaged 17,239 barrels a day in the same period. In spite of this achievement, supplies of oil in the East available for civilian use remained critically low, Mr. Ickes pointed out, and new measures to reduce civilian gasoline consumption were instituted, since the effect of the Midwest floods and "obviously" increasing military demands threatened even those supplies.

The so-called "Big Inch" pipeline from Longview, Texas, to Norris City, Ill., was broken May 17 by flood waters in the Arkansas River, near Little Rock, Ark., but an emergency by-pass was put in service a week later, and the ODT announced that tank car loading at Norris City would begin again on May 26, though at the reduced rate of about 75,000 barrels a day. By that time the inactivity of that pipeline had cost the East about 800,000 barrels of petroleum, it was said, and a considerable delay in the resumption of full-scale tank car movements from the flooded areas was anticipated.

Even as rail transportation is restored in the Midwest and Southwest high waters increasingly threaten the southern rail gateways, the ODT pointed out. Roadbeds and bridges washed out by the record floods cannot be repaired until the waters recede, and still further time will elapse before the solid train movement of oil regains the efficiency shown in recent weeks of record-breaking deliveries in the East, it was explained. Meanwhile, such southern river crossings as Memphis,

Tenn., and New Orleans, La., are carrying a heavy load of diverted trains, the announcement continued. If these are put out of operation as the flood crest extends down the Mississippi the movement to the East will be further affected. Barge traffic on the river also will be reduced by high water, the ODT pointed out, with some additional effect on the oil flow eastward.

While the pipeline to Norris City was out of service the 9,000 tank cars that had been serving that point were diverted to crude oil sources in the Southwest, it was explained, but the additional rail haul was estimated to account for a decrease of about 100,000 barrels a day in deliveries to the Atlantic coast. In addition, the effect of diverting trains over circuitous and already heavily burdened routes was expected to be a widely felt delay in regular operations. Virtually none of the symbol train routes over which the long haul oil movement was scheduled remained intact last week-end, the ODT reported.

Among restrictions on gasoline use put into effect in the East was an ODT order announced May 22 which required a 40 per cent reduction in consumption by commercial users, including bus and truck operators, operating with T coupons under ODT certificates of necessity. While it was left to the individual operator to work out a method to accomplish this saving, the ODT supplemented this order by another, effective May 27, which sharply restricted wholesale and retail delivery by truck of many commodities. While local bus operators were promised some relief from these restrictions, the ODT made it clear that intercity bus routes that parallel rail lines will not be allowed additional gasoline during the emergency if it is possible to divert their passengers to the trains. Intercity buses will be expected to cut schedules so that standing passengers are carried on all trips.

These measures apply only to the area of acute gasoline shortage, it was pointed out, that is, generally speaking, the territory north of the southern boundary of Virginia and east of the western boundary of Pennsylvania.

Meanwhile, ODT Director Eastman expressed his opposition to a bill passed by the Florida Senate which would give the state the power to acquire through its right of eminent domain control over all facilities for the transportation of petroleum products within its boundaries. In a statement made public May 22, Mr. Eastman pointed out that "existing transportation facilities are entirely adequate to care for gasoline allocation made [by the OPA and PAW] to Florida... and change in ownership or control of such facilities will not affect the existing situation."

Bulk Gasoline Users Will Come Under Ration Banking System

Bulk users of gasoline, such as railroads and bus companies, will be brought into the ration banking system to eliminate the need for handling large numbers of ration coupons, according to a May 21 announcement from the Office of Price Administration.

Beginning June 1, the bulk users who

receive 960 gallons, or more, of gasoline a month by bulk delivery into their storage tanks will be issued gasoline deposit certificates by their War Price and Rationing Boards instead of bulk ration coupons. With these certificates, the consumer will open a ration banking account against which he may write checks to cover his gasoline purchases. The certificates will cover only gasoline which is transferred into the users' storage tanks; for any transferred directly into the fuel tanks of vehicles, the regular consumer coupons will be issued.

O. D. T. Motor Transportation Division Appointment

Harry Zalkind, secretary to the general attorney of the Gulf, Mobile & Ohio, and assistant secretary of the road, who has been on leave of absence to serve with the Office of Defense Transportation, has been appointed assistant district manager of the Motor Transportation division of O. D. T.

Eastman Welcomes Mexican Aid

Joseph B. Eastman, director of the Office of Defense Transportation, on May 20 hailed the importation of 6,000 Mexican laborers as a definite step toward easing a serious shortage of track labor on southwestern and Pacific coast railroads.

"Shortage of track labor on some of our western and southwestern railroads has been threatening to impair the use of a part of our railroad transportation facilities," Mr. Eastman said. "The Mexican workers who, with the consent of their government, have agreed to do railroad track work for which American labor is not available are contributing greatly to the successful prosecution of the war."

I. C. C. Service Orders

As a result of Midwest floods, the Interstate Commerce Commission on May 23 issued its Service Order No. 125, directing railroads affected to forward freight via the most available routes without regard to shipper's routing. This order was effective when issued until further notice.

In connection with the War Food Administration's food distribution order No. 49, requiring shippers from certain counties in western Florida and southern Alabama to obtain permits before shipping potatoes by rail or truck, the I. C. C. issued its Service Order No. 124, effective May 21, directing railroads and truck operators not to accept shipments of potatoes from these counties without such permits.

The commission's Service Order No. 122, requiring the Illinois Central to return coal cars to certain owner lines, was cancelled May 17, and Service Order No. 118, authorizing the diversion of traffic routed via the Strait of Mackinac car ferry while that vessel was engaged in ice-breaking operations, was cancelled May 18.

Restrictions on reicing refrigerator cars loaded with potatoes which were instituted by Service Order No. 123, as outlined in *Railway Age* of May 22, page 1067, have been modified by an amendment which became effective May 20, extending its pro-

visions to include the states of Arizona, Arkansas, Oklahoma and Texas. However, special permits under this order were issued to permit one reicing in transit of cars originating in California or Arizona, when consigned to points in Idaho, Montana, Oregon, Washington, Arkansas, Illinois, Iowa, Kansas, Louisiana, the upper peninsula of Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Texas and Wisconsin, and two reicings of cars from California or Arizona to states east of those listed.

OPA Provides Way to Raise Pay of C. & D. Contractors

Maximum prices on pick-up and delivery services for rail, motor, and water lines may be increased under Amendment No. 175 to Supplemental Regulation No. 14 to the General Maximum Price Regulation, issued by the Office of Price Administration on May 21 with an effective date one day earlier. It was stipulated, however, that any increase cannot be passed on to the consumer and thus affect the cost of living.

At the present time, the OPA announcement pointed out, rates for transportation of property by pick-up and delivery firms or individuals having contracts with rail, motor and water lines are governed by the General Maximum Price Regulation, with highest March, 1942, rates the established ceilings. The arrangements for the increases were made because "the retention of adequate pick-up and delivery arrangements by line-haul carriers has become increasingly difficult in recent months, with transportation demands increasing and facilities contracting."

Under the amendment a price may be agreed upon by the pick-up and delivery contractor and the line-haul carrier, and this price can be charged if it is approved by OPA upon receipt of a report form giving details of the new price. The proposed rates will be deemed to be approved, subject to later adjustment or modification, if OPA does not disapprove them within 30 days.

New England Coal Shifted to Railroads

Dislocation of New England coal shipping routes, by enemy submarine activity and diversion of colliers to other service, resulted in shifting ten million tons of coal to the railroads during the 1942-1943 fuel year, according to the Office of Defense Transportation.

Figures compiled by the Coal Movement Section of ODT's Division of Railway Transport disclose that the railroads carried all-rail to New England, and by rail to New Jersey piers serving New York Harbor for transshipment to New England by barge, a total of 23,964,500 tons of anthracite and bituminous coal during the period from April, 1942, to April, 1943, as contrasted with 13,962,400 tons from April, 1941, to April, 1942.

During the 1941-42 fuel year a total of 6,872,500 tons of bituminous moved all-rail to New England. In the fuel year just closed this figure rose to 12,305,700 tons, or an increase of 5,433,200 tons. In the 1941-42 season New Jersey piers dumped

only 595,000 tons of bituminous coal for transshipment to New England, while in the 1942-43 period this total jumped to 5,045,000 tons, or an increase in one year of 4,450,000 tons. Total dumpings at the New Jersey piers for the fuel year 1941-42 amounted to 17,984,000 tons, as compared with 29,260,000 for 1942-43. While the New Jersey pier dumpings were skyrocketing, those at Hampton Roads, Va., were falling off correspondingly. Dumpings at the Virginia port, from which most of the water-borne movement of coal to New England previously originated, dropped from 12,495,300 tons in 1941-42 to 6,618,700 in 1942-43, or a decrease of 5,876,600 tons.

ODT Appointments

Xerna R. Campbell, former train rules examiner of the St. Louis-San Francisco, has been appointed deputy director of the Office of Defense Transportation's Division of Railway Transport in charge of oil movement at St. Louis, Mo. He succeeds Clyde W. Pace, who has resigned.

Other recent Division of Railway Transport appointees are Clarence W. Sooby, who has become chief material analyst—ways and structures, and Joseph G. Dahlem, named chief material analyst—equipment. Mr. Sooby is a former Kansas City Southern division superintendent, and Mr. Dahlem a former Baltimore & Ohio storekeeper.

Simplified Army Meal Ticket

The comptroller general of the United States has approved a revised form of army meal ticket which will relieve the railroads of the task of making a certification on each individual ticket and permit them to submit to one disbursing office all

bills for restaurant and dining car services rendered members of the armed forces.

Heretofore the dining car steward or restaurant manager honoring an army meal ticket has had to make on it a certification showing where the meal was served and its price. Now all that is required is that the meal tickets be attached to the public voucher form which is presented to the government for payment. And such forms, which were formerly mailed to various points, may now all be sent to the Chicago finance office of the War Department. The comptroller general has also authorized all other government agencies to issue the same type of revised meal tickets.

Modifies Order on Government Freight Via Canada

The Office of Defense Transportation's General Order ODT 38 which establishes a permit system for government shipments to destinations in Canada or via Canada to destinations outside continental United States was overtaken by a modification order before it became effective on May 20. The original order was noted in the *Railway Age* of May 22, page 1066.

The modification came in General Order ODT 38, Amendment No. 1, also effective on the 20th; it provides that the control system shall apply only to shipments consigned by or to agencies of the United States government, i. e., it exempts shipments consigned by or to agencies of foreign governments allied with the U. S. The ODT announcement explained that the change was made "to avoid the necessity of handling applications for permits on a large volume of shipments consigned to the Dominion government."

Materials and Prices

Following is a digest of orders and notices of interest to railroads issued by the War Production Board and the Office of Price Administration since May 22.

Copper—Order M-9-c, as amended May 17, tightens the use of copper in water wells and hot water heaters and relaxes restrictions on the use of brass in copper screens and points for water supply systems. The list of prohibited items includes furnishings and equipment for passenger transportation equipment and air conditioning equipment for passenger cars, except for essential repairs and for conducting electricity. The order also prohibits copper in other railroad passenger car items as follows: bands on pipe covering; decorative, general and finish hardware and ornamental metal work; door knockers, checks, pulls and stops; doors and windows, door and window frames and window sills; drinking water reservoirs; lighting fixtures, except for parts necessary for conducting electricity; pipe, tube, tubing and fittings for plumbing and heating, except for essential repairs; shower rods, heads and pans; sinks and drainboards; screens and screening; towel and luggage racks; water containers for humidification; and weatherstripping and insulation.

Shipping drums—Order M-313, issued May 21, requires allocation of shipments of cylindrical fibre shipping drums by manufacturers after June 16. The order applies to drums and pails made of paperboard, steel of 28 gage or heavier, wood or any combination of materials. Drums and pails of less than one-gallon capacity and fibre containers known as cans and tubes are also excluded. Beginning June 16, no manufacturer

may ship fibre drums to any purchaser, except as specifically authorized on Form PD-881, notwithstanding any previous preference ratings.

Steel—Bulletin WPB-3627, issued May 21, announced that steel producers have been instructed that small orders which can be placed on mill schedules without loss of production are not to be rejected. Producers were notified on February 1 that orders for less than minimum mill quantities should be rejected except under unusual circumstances.

Prices

Coal—Amendment No. 54 to Maximum Price Regulation No. 120 (bituminous coal delivered from mine or preparation plant), effective May 15, increased 40 cents per ton maximum prices for coal in District No. 13 of Tennessee. The increase is to cover 6-day week operations and higher costs of operation since the ceilings were established in April, 1942.

Cross ties—Maximum Price Regulation No. 284 (western primary forest products), as revised and effective May 22, transfers Douglas fir ties from Maximum Price Regulation No. 26. The ceiling is raised about \$4.50 per m.b.d.ft. but the increase is accompanied by eliminating additions for extras. Since the railroads recently had been asking for all the extras, the net cost of the item to the railroads will be unchanged. Red cedar cross ties produced in the entire area are given specific ceilings. Split redwood cross ties are listed for the first time at the customary differential under sawn redwood cross ties, being priced at \$38.50 per m.b.d.ft. Cross ties and switch

ties from the north and west, other than the west coast, are listed at \$28.50 and \$31.50 per m.b.d.ft., respectively, while cross ties from the fringe area are listed at \$28.50. To prevent a diversion of switch ties to timber under Regulation No. 94, switch ties of all species produced in the fringe area of North Dakota, Wyoming, Colorado, New Mexico, Utah, Arizona and the portion of Texas covered by the regulation, are increased \$5 to the price of \$35.50 per m.b.d.ft. in line with the differential in the area between switch and cross tie prices. Switch ties in Montana, Idaho, Nevada, California and eastern Washington and Oregon are advanced \$1. Douglas fir and other cross ties produced west of the Cascade mountains are listed at \$28.50 for A.R.E.A. select grades, \$26 for No. 1 grades and \$23 for No. 2 grades; while west coast switch ties are increased \$4.50 to \$31.50 per m.b.d.ft. for A.R.E.A. select grades, \$29 for No. 1 grades and \$26 for No. 2 grades. Estimated average shipping weights have been increased from 2500 lb. to 3200 lb., dry; and from 3200 lb. to 3800 lb., green. This change increases treating plants' reselling prices since the estimated weights are used in computing inbound transportation charges. Since a majority of ties are sold with no freight charges involved, the action affects only the production that is sent to treating plants for additional processing. The regulation also gives the maximum prices of each length and weight of lodgepole pine poles.

Fuel oil—Amendment No. 97 to Revised Price Schedule No. 88, effective May 22, increased maximum prices for crude oil 4 cents per bbl. in north and north central Texas and in Tillman County, Okla. This brings the ceiling to \$1.25 per bbl. for crude petroleum of 40 deg. A.P.I. gravity and above, with the customary differentials for lower grades. The increase of 11.44 cents per bbl. in prices in the Tinsley field, Yazoo County, Miss., brings the ceiling to \$1.18 per bbl. for crude petroleum 40 deg. A.P.I. gravity and above, with the customary differentials for lower gravity crudes. The increase brings the prices for wells in the areas in line with similar crudes produced in other parts of Oklahoma.

Gasoline—Amendment No. 50 to Rationing Order 5C, issued May 21, provides that beginning June 1, users, including railroads, who receive 960 gal. or more of gasoline a month by bulk delivery into their storage tanks will be issued gasoline deposit certificates instead of bulk ration coupons. With these certificates the consumer will open a ration banking account against which he may write checks to cover his gasoline purchases. The certificates cover only gasoline to be transferred into the user's storage tanks. For any gasoline to be transferred directly into the fuel tank of automobiles or trucks, regular consumer coupons will be issued which may be exchanged at any filling station or other source of supply. The further issuance of 100-gal. bulk coupons is discontinued. Bulk coupons which are now outstanding will continue to be valid for the period for which they were issued.

Linseed oil—Amendment No. 33 to Revised Price Schedule No. 53, effective May 21, established cents-per-pound maximum prices for linseed oil, representing a reduction of three-tenths of a cent under going prices. The basic price in the schedule is 14.5 cents a lb. for raw linseed oil delivered in Zone 1, centering around Minneapolis. Maximum prices in other zones, except Zone 9 in California, are based on differentials. California has the same maximum prices as Zone 1.

Lumber, Douglas fir—Amendment No. 15 to Maximum Price Regulation No. 26 was expanded, effective May 22, to include California producers of Douglas fir lumber to price their lumber on the same basis as mills producing the same species in Oregon and Washington west of the Cascade mountains. The steps permit California mills which produce Douglas fir, hemlock and true fir on Douglas fir gradings rules to use the regulation covering those species, and allows the producers who use Western pine rules to use the provisions of Maximum Price Regulation No. 94 after obtaining specific permission to do so from the OPA regional office. Mills located east of the Cascade mountains in Washington and Oregon have the same option since they obtain their Douglas fir yield from mixed stands which yield a greater percentage of western pine. The amendment further provides that in sales by a California mill to a California destination on a delivered

price basis, the addition for freight may be figured on the freight rate from Portland, Ore., to the point of destination, but only at the estimated weights in the schedule. This involves no change in the current price level since it formalizes an agreement with producers which became the maximum prices under the General Maximum Price Regulation last May.

Lumber, southern pine and northeastern softwood—Amendment No. 1 to Revised Maximum Price Regulation No. 19 (southern pine lumber) and Amendment No. 1 to Revised Maximum Price Regulation No. 219 (northeastern softwood lumber), effective May 24, point out that ceiling prices for direct-mill shipments apply to all shipments originating at lumber mills, no matter who the seller is and regardless of the quantity involved. They do not apply to sales out of stock of a distribution yard. A shipment is regarded as originating at a mill if the lumber reaches the purchaser without ever becoming a regular part of the stock of a distribution yard.

Following is a digest of orders and notices of interest to railroads issued by the War Production Board and the Office of Price Administration since May 15.

Castings—Amendment No. 2 to Maximum Price Regulation No. 272 (cast iron boilers and cast iron radiation), effective May 14, provides that all transportation charges on less-than-carload shipments from the manufacturer's warehouse to the purchaser's job site may be passed on to the purchaser, if that was the practice of the manufacturer on October 1, 1941.

Fence wire—Schedule 3 of Limitation Order L-211, as amended May 10, permits the manufacture of additional styles of heavy wire fence and greater latitude in the production of heavy barbed wire. Under the amendment, no person may produce, fabricate or deliver barbed wire except 2 point barbed wire of 14 gage strands and 16 gage barbs, or 2 or 4 point barbed wire of 12½ gage strands and 14 gage barbs, the spacing of the barbs in each style to be not less than 4 in. No person shall supply barbed wire except on 80 rod spools. The styles, specifications and the length of rolls as listed in the order include wire netting, 48 in. and 60 in. high with 2 in. mesh of 20 gage wire; and wire flooring, 36 in. high with 1 in. by 2 in. mesh of 14 gage wire.

Iron and steel—Amendment No. 9 to Revised Price Schedule No. 6, effective May 15, revokes Amendment No. 4 which was issued last year, providing that beginning March 18, 1942, when the 6 per cent freight rate increase was instituted, delivered prices applicable to Toledo, Ohio, Detroit and Eastern Michigan and the Gulf basing points could be increased 25 cents a gross ton on ingots, blooms, billets and slabs, and 2 cents per 100 lb. on all other iron and steel products. The object of the amendment is to revoke any price increases based on the freight rate increase of last year which has since been rescinded.

Plumbing—Schedule V of Limitation Order L-42, amended May 6, prohibits copper or copper base alloy in the manufacture of any plumbing fittings or trim except for limited amounts in 24 items specified in List A. The copper content of several of the items is reduced from that permitted in the original schedule. Other than for coating, no zinc is to be used except for the manufacture of items specified in List B, which includes clean-out plugs, flush tank trip lever assemblies, nuts and spuds or inserts. No metal shall be used in the manufacture of items specified in List C, which includes overflow pipes for flush valves, floats, flush balls, pop-up wastes, trip lever wastes or other mechanical waste assemblies and escutcheons.

Priorities—Bulletin WPB-3548, issued May 15, announced the raising of the dollar limit of PD-1A applications processed in the field from \$100 to \$500, effective May 8. The new order means that now more than 80 per cent of all PD-1A applications will be handled entirely by the field offices.

Repair material—CMP Regulation No. 5, dealing with maintenance, repair and operating supplies, as amended May 14, replaces the preference rating AA-2X previously assigned to persons engaged in activities listed in Schedule II and substitutes AA-2. The amendment permits minor capital additions to be purchased under the MRO procedure where the cost of any one complete capital addition does not exceed \$500, excluding the purchaser's cost of labor. One complete capital addition means a group of items customarily purchased together or all items which would be normally purchased as part of a single project or plan. Capital additions may not be

subdivided for the purpose of bringing them within the \$500 limit. Where such a capital addition involves construction, authorization must be obtained to the extent required by Conservation Order L-41 or by any other applicable order or regulation of WPB. CMP Regulation No. 5 is clarified to indicate that aluminum may not be obtained under the MRO procedures except where the use of other materials is impracticable. A delivery order bearing the appropriate certification and the MRO symbol shall have the status of a delivery order bearing a preference rating with an allotment symbol as provided in CMP Regulation No. 3. The quantity restrictions of the regulation as amended provide that no person who uses the allotment symbol or preference ratings assigned by it to obtain any maintenance, repair or operating supplies shall order for delivery during any calendar quarter maintenance, repair or operating supplies in an aggregate amount exceeding one-quarter of the aggregate expenditures for maintenance, repair and operating supplies during the year 1942, except that a person engaged in a seasonal business using such allotment symbol or preference rating may order for delivery during any calendar quarter up to, but not in excess of, his aggregate expenditures for MRO items during the corresponding quarter of 1942. This amendment places the quantity limit definitely upon an order basis rather than upon a receipt of delivery basis. Quantity restrictions on the use of MRO procedure are removed from manufacturers whose aggregate requirements for MRO supplies do not exceed \$5,000 per year.

Used material—Bulletin WPB-3519, issued May 16, announced that the Special Projects Salvage Branch of the Salvage Division of WPB is publishing bi-monthly a bulletin on Available Used Material and Equipment. The publication is distributed to approximately 3,000 government procurement offices and contractors, including the services and other war agencies such as Lend-Lease, Board of Economic Warfare, etc., covering most of the market for war uses. If any material or equipment listed in the bulletin can be put to use by the agencies, they contact the owner. If the material or equipment has not been sold within a stipulated period (usually 60 days) after listing, the Regional Office of WPB takes steps to move the material as scrap.

* * *



A Western Maryland Engine Terminal Never Seen by Autoists

Situated at an altitude of over 4,000 ft., this engine terminal at Spruce, W. Va., on the Western Maryland services helper locomotives required on the grades leading to and from the bituminous coal territory which furnishes much of the railroad's tonnage—No highways lead to this small community; it is accessible only by rail.

GENERAL NEWS

B. I. R. Progressing on Fiscal '44 Funds

Senate approves \$350,000 reported by its committee on appropriations

Beginning its consideration of the Independent Offices Appropriation Bill for the fiscal year ending June 30, 1944, the Senate on May 24 agreed without discussion to the proposed amendment which would appropriate for the Transportation Board of Investigation and Research an additional \$350,000 to remain available along with unexpended balances of existing appropriations until September 18, 1944, the end of the Board's statutory life as extended by Presidential order. With the acceptance of this and some of the other amendments proposed by its committee on appropriations, the Senate suspended further consideration of the bill until May 27.

The proposed appropriation for B. I. R. was included in the bill as reported on May 19 from the committee on appropriations, which had thus accepted the recommendation of its subcommittee (see *Railway Age* of May 15, page 968). The Board, which originally asked for \$564,000, later submitted revised estimates calling for \$552,500, of which \$330,000 would have been used to complete the study of the relative economy and fitness of carriers.

The item carrying the proposed \$350,000 appropriation, as now written, includes a proviso stipulating that "of this amount not to exceed \$50,000 shall be available for economy and fitness studies."

With the reporting of the bill, the committee released the record of testimony taken before its subcommittee where B. I. R. Chairman Nelson Lee Smith and Member C. E. Childe made presentations. Chairman Smith made a general statement outlining the work of the Board and stressing what he conceived to be a necessity for completing the present program of studies, which he said could be done within the statutory term of the Board. Mr. Childe's statement seemed calculated to whet the Congressional rate-discrimination appetite.

He didn't want anyone on Capitol Hill to get the impression that the interterritorial rate study which the Board made in response to its commitment to Senator McKellar, Democrat of Tennessee and a member of the committee on appropriations, had "ended our studies dealing with freight rates"; for "the whole program of the Board . . . has little significance unless the public is provided with the best

and most economical transportation services, at rates which fairly reflect the cost and value of the services rendered—for every shipper and in every part of the country."

Getting underway with his general statement, Chairman Smith explained how the Bureau of the Budget submitted no fiscal 1944 estimate for the Board, because of that provision in its fiscal 1943 appropriation which stipulated that the money there allowed should be so used as to complete the work of the Board. He then went on to explain how the Board had organized its work, expressing the view that the studies which could be completed by June 30 (carrier taxation and public aids to carriers) "would by themselves give a very incomplete picture of the transportation needs and facilities of the country; they would not afford an adequate basis for over-all conclusions and recommendations as to national transportation policy."

Under questioning from committee members, Mr. Smith said that the Board has "most certainly" been trying to comply with the stipulation written into the fiscal 1943 appropriation; although the present rate of operations "will substantially use our current appropriation by June 30." Senator McKellar's questions brought out his thought that the Board's estimates could be cut well below the \$564,000 originally asked. Chairman Smith protested that the Board had "sharpened its pencil" in preparing the estimate, but the Senator didn't think the pencil had been sharpened "very much."

When Mr. Childe introduced himself as one who wanted to discuss the Board's work in connection with the freight rate problem, "one of the most important if not the most important phase of our work," Senator McKellar came up with reinforcements, saying "I think it is paramount." Meanwhile, Chairman Smith, a dissenter from the Board's majority report on interterritorial rates, had mentioned that study only briefly, saying that the Board was led to expedite it because of "the interest expressed in Congress."

In Mr. Childe's opinion, however, "maladjustments of freight charges lie at the root of deep-seated and long-standing transportation troubles of the country, which this Board was created to investigate and solve." He conceded that the Interstate Commerce Commission has eliminated or modified "many discriminations in individual rates and charges"; but it "has not made much progress in readjusting rates in relation to the cost of the service rendered, or in removing unjust territorial differences." What is needed, as Mr. Childe sees it, is "a general reconsideration and overhauling of our en-

(Continued on page 1114)

Report in Pacific Electric Wage Case

Board recommends increases; would also give Harbor Belt m. of w. men a raise

Wage increases retroactive to January 1, 1943, for Pacific Electric passenger conductors and motormen, switchtenders, general yardmasters, and yardmasters have been recommended in a National Railway Labor Panel emergency board report which was made public by President Roosevelt on May 21. At the same time the White House also made public another report from the same board which recommended increases for maintenance of way employees of the Harbor Belt Line of Los Angeles, Calif.

The board, consisting of Chairman James H. Wolfe, Gordon S. Watkins, and Frank P. Douglass, certified in both cases that its findings were made in the light of the President's May 22, 1942, executive order establishing the National Railway Labor Panel, and his February 4, 1943, order clarifying wartime railway wage procedures. It went on to say that the recommendations were "fully arrived at and formulated" before issuance of the President's April 8 "hold-the-line" order; but upon clarification of that order by Economic Stabilization Director Byrnes' policy directive of May 12, the board was able to certify further that its recommendations "are designed to eliminate gross inequities as provided in the directive, and that the wage adjustments are 'within the existing price structure and within existing levels of production costs.'"

The Pacific Electric employees represented by the Brotherhood of Railroad Trainmen, sought wages equal to standard rates on the steam roads. With respect to the passenger conductors and motormen, the board did not agree that such a basis was justified, holding that "the passenger operations of this carrier must be analogized to operations of an interurban electric road and not with a standard steam road." The increases recommended would nevertheless raise the hourly maximum rates for conductors and motormen in double-track local and interurban service from 77 cents an hour to 90 cents; for single-track operation the hourly wage would be increases from 82 cents to 95 cents; while operators of one-man cars and motor coaches would be boosted from 87 cents an hour to \$1.

The board arrived at these figures after consideration of differentials formerly maintained by the company between the

wages of its freight and passenger men, and of wages paid on the street railway system operated by the Los Angeles Railway Corporation. Another recommendation calls for application of the maximum rates after the first six months of service instead of after one year of service. Also, the board would preserve existing differentials, making the basic rates for the first six months of service four cents less for each class of service.

Meanwhile the board refused to recommend changes in rules which might restrict P. E.'s right to extend one-man car operations, making an interesting comment in that connection. "In view of the peacetime deficits in the passenger revenues of this carrier," it said, "we are not prepared at this time to recommend changes in the rules which may restrict its right to inaugurate economies in operation in line with technological improvements and transit progress. A demand for increased wages and a demand for a voice in the policy of management which may be tantamount to a restriction on the effectuation of economies which make such increases in wage rates possible appear to carry an element of contradiction."

With respect to switchtenders, the board found that their work "is predominantly in connection with freight movements," and is "substantially that of a switchtender on a standard steam road." Thus, "the rate should be the same, to wit, 78½ cents per hour, and \$1.17½ overtime rate for work over eight hours," as compared with the present P. E. scale of 60 cents an hour. With like reasoning the board reached its recommendations that the monthly rate of pay of general yardmasters should be increased from \$282.80 to \$316, and that of yardmasters from \$272.80 to \$296.

Also it recommended that the so-called "scope rule" of the agreement between P. E. and the B. of R. T. be modified so as to require one yardmaster to be employed in yards or terminals where more than four or less than 12 hours yard supervisory work is required in every 24-hour period, and two yardmasters where twelve or more hours and less than 20 hours of supervisory work is required in a 24-hour period, and three or more yardmasters where 20 or more hours of supervision in such 24-hour period is required.

In the Harbor Belt case the employees involved belong to the United Construction Workers, and were represented by the United Mine Workers of America, District 50. There the board recommended that the basic rate of carpenters-painters be increased from 81 cents to 82 cents per hour; that the hourly rate of section men be increased from 48 to 50 cents; and that existing differentials be preserved by increasing the hourly rate of lamplighters and track patrolmen from 51 cents to 53 cents. Also, it recommended that the monthly salary of the assistant section foreman be raised from \$140.60 to \$148.92; and that working rules as set forth in one of the report's exhibits constitute the agreement between the parties.

The report shows that the employees involved, taken as a whole, had received

since January 1, 1941, more than the 15 per cent increase authorized generally under the National War Labor Board's "Little Steel" formula which was affirmed by the President's "hold the line order." The carpenters-painters, however, were 13/20 of a cent under the "Little Steel" formula limit; so that gave the board its basis for recommending a one-cent increase for that group.

With respect to the section men, it thought the fact that their wages were lower than the average of those paid by roads participating in the operation of the Belt was "an inequality within the spirit of that term" as used in the President's October 3, 1942, executive order promulgating the stabilization program. The average was 49.56 cents; thus the recommended increase to 50 cents. The recommended increase for the Belt's assistant section foreman came out of the board's thought that his rate "should be made equal to that of the subforemen of the Pacific Electric, i. e., to 73 cents an hour, or \$148.92 per month for a 204-hour month." It did not think the Belt's section foreman, paid \$155.60 per month plus service allowance, should get a raise.

Club Meeting

The Railway Club of Pittsburgh held its monthly meeting at the Fort Pitt Hotel, on May 27, with Judge R. V. Fletcher, vice-president of the A.A.R., as its speaker. The subject of his address was "The Railroad Outlook in the Post-War Period." This will be the last meeting of the club until September.

New England Governors Become Parties to Rate Probe

The Interstate Commerce Commission, Division 2, has granted a petition filed on behalf of the six New England state governors, authorizing them to intervene in the Nos. 28300 and 28310 investigations of the class rate structure and Consolidated Freight Classification.

Unemployment Insurance Act Amendment

Another bill has been introduced in Congress to amend the Railroad Unemployment Insurance Act to provide for the refund to railway employees of amounts they paid into certain state unemployment insurance funds prior to the establishment of the federal system. It is H. R. 2740, introduced by Representative Bates, Democrat of Kentucky.

Pick-Up and Delivery at Struck Plants

The Interstate Commerce Commission, Division 3, has reported on two proceedings wherein Montgomery, Ward & Company complained of the refusal of pick-up and delivery truckers to serve its Portland, Ore., and Kansas City, Mo., plants during periods of labor troubles at such plants. In the Portland case (No. MC-C-268) where there was a strike at the Ward plant, the commission held that the refusal was not unlawful, because the defendants were physically prevented from

serving the plant. In the Kansas City case (No. MC-C-306), where the labor trouble consisted of a picket line maintained by the union representing drivers of a Ward contract trucker who had been supplanted, the commission held that the failure of the pick-up and delivery truckers to serve the plant was unlawful. Commissioner Patterson dissented in the latter, holding that there was "no difference in the substantial facts" as between the two cases. He did not think the Kansas City defendants should be called upon to force a showdown between themselves and their employees by ordering their equipment through the picket line.

Hearings on Ops Wage Demands in New York June 7

Emergency board hearings in connection with the pending demands of the five transportation brotherhoods for a wage increase of 30 per cent with a minimum increase of \$3 per day will open in New York on June 7. This was revealed last week by Dr. William M. Leiserson, chairman of the National Railway Labor Panel, who said he expected to announce the names of the board members about June 1.

A. S. M. E. Semi-Annual Meeting To Be at Los Angeles, Calif.

Aviation is the keynote of the semi-annual meeting of the American Society of Mechanical Engineers to be held at the Biltmore Hotel, Los Angeles, Calif., June 14 to 17, inclusive. Joint sessions with other divisions on the problems of management, the training of workers, and the substitution of women for men in shops and engineering offices, and Petroleum and Railroad division programs, however, will provide the usual diversified interest. The Railroad session will be held at 8 p. m., on Tuesday, June 15. Its program, prepared in cooperation with the Pacific Railway Club, will be as follows:

Railroad Equipment Needs and Characteristics and Design of the Post-War Era, L. F. Etter, Pacific Railway Equipment Company.

Materials Adaptable to Railroad Uses That May Be Available in the Post-War Era, Morris P. Taylor, designer and inspector, Southern Pacific.

Equipment on Order

Class I railroads on May 1 had 34,262 new freight cars on order, according to the Association of American Railroads. On the same date last year they had 59,328 on order.

The May 1, 1943, total included 3,500 plain box; 2,525 automobile box; 7,739 gondolas; 18,481 hoppers; 200 stock and 1,817 flat cars.

New locomotives on order May 1, totaled 893, including 394 steam, nine electric, and 490 Diesel-electrics. On May 1, 1942, the Class I roads had 985 locomotives of all types on order.

Class I railroads put 6,260 new freight cars in service in the first four months of 1943, compared with 37,741 in the same period last year. Those installed in the four months of 1943 included 1,901 hopper, 2,948 gondola, 979 flat, 135 automobile

box, 269 plain box, one stock and 27 miscellaneous freight cars.

They also put 213 new locomotives in service in the first four months this year, of which 160 were steam, nine electric, and 44 Diesel-electrics. New locomotives installed in the same period last year totaled 237, of which 96 were steam and 141 were electric and Diesel-electric.

St. Gotthard Tunnel Re-Caulked

The 9¼ mile long St. Gotthard tunnel between Goschenen and Airolo has recently been re-caulked, according to information received from the Official Information Bureau of Switzerland. In order not to interfere with the heavy traffic on this line all work was carried on between 9 p.m. and 3 a.m. and regular service was continued between the above mentioned points by closing off one of the two tracks and running trains from both directions over a single track.

R. C. C. Distribution

E. G. Buckland, president of the Railroad Credit Corporation, has announced that a liquidating distribution will be made May 31, of one per cent of the R. C. C. fund as of April 30, amounting to \$733,386.08. Of this amount, \$658,831.75 will be paid in cash and \$74,554.33 will be credited on carriers' indebtedness to the corporation.

This will bring the total amount distributed to \$64,644,352.12, or 88 per cent of the original fund contributed by roads participating in the Marshalling and Distribution Plan, 1931. Of the total, \$36,309,336.65 will have been returned in cash and \$28,335,015.47 in credits.

April Truck Freight Volume 20 Per Cent Over 1942

The volume of freight transported by motor carriers in April decreased 2.1 per cent under March, but held 20 per cent over April, 1942, according to American Trucking Associations. Comparable reports were received from 185 motor carriers in 38 states, who transported an ag-

gregate of 1,332,795 tons in April, as against 1,361,116 tons in March, and 1,110,406 tons in April, 1942. The A. T. A. index figure, based on the 1938-1940 average monthly tonnage of the reporting carriers, was 199.58 for April.

Almost 88½ per cent of all tonnage transported in the month was hauled by carriers of general freight, their volume showing a 2.4 per cent decrease under March, and a 20.2 per cent increase over April of last year. Transporters of petroleum products, accounting for six per cent of the total, increased 8.6 per cent over March and 31.1 per cent over April, 1942. Haulers of iron and steel products reported almost three per cent of the total tonnage; their volume showed a decrease of 1.6 per cent under March, but held 15 per cent over April of last year. A little more than 2½ per cent of the total tonnage reported was miscellaneous commodities, including tobacco, milk, textile products, coke, bricks, building materials, cement and household goods. Tonnage in this class decreased 11.3 per cent under March, but showed an increase of 1.7 per cent over April, 1942.

The C. P. Huntington Featured in R. & L. H. S. Bulletin

"The Life Story of the Locomotive C. P. Huntington as Told by Itself" appears in Bulletin No. 61 of the Railway & Locomotive Historical Society. This ingenious method of recounting the adventures of the little locomotive from the time it was built at the works of Danforth Cooke & Co. in Paterson, N. J., until it was finally placed under its rustic redwood shed in the park in front of the Southern Pacific station at Sacramento, makes an interesting story and also makes the locomotive seem almost human. A line drawing of the locomotive is included, as well as several photographs showing it at various stages of its career, with captions supposedly written by the locomotive itself.

Other articles in the bulletin include copies of three letters found in the John B. Jervis library at Rome, N. Y., giving Horatio Allen's impressions of English railways; the story of anthracite; the

Mountain division of the Maine Central Railroad; the start of the Hartford & New Haven Railroad; an autobiography of Parley Ide Perrin, who was long associated with the Taunton Locomotive Works; and a history of the Pittsburg, Shawmut & Northern, which includes the locomotive roster.

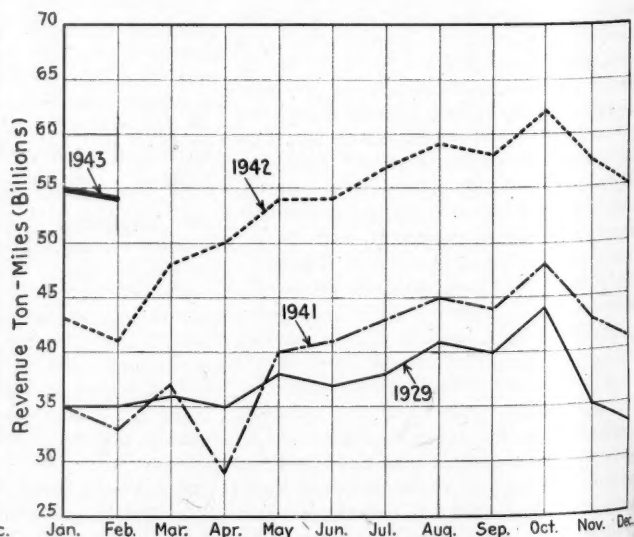
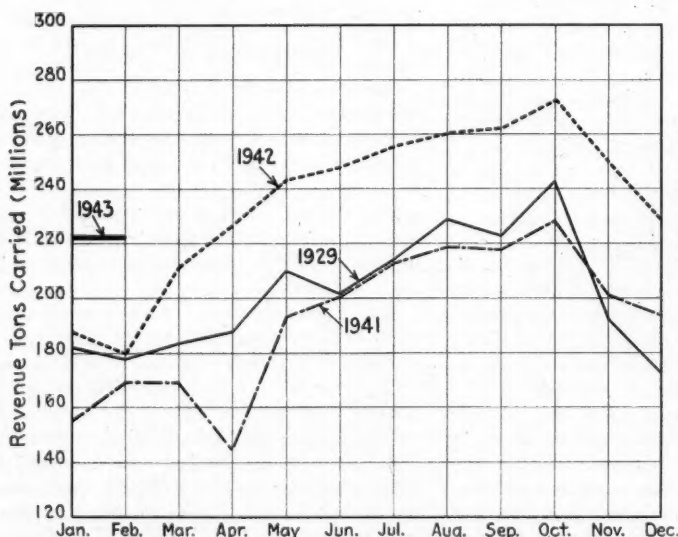
Investigations of Commutation Fares Ordered by I. C. C.

Following upon its order of April 6 revoking increases in interstate commutation fares authorized in 1942 in its Ex Parte 148 proceedings, the Interstate Commerce Commission last week ordered investigations into the reasonableness and lawfulness of interstate commutation fares in various territories. Separate proceedings will be docketed as follows: 28972, New England; 28973, between points in New York and points in other states; 28974, the Chicago district; and 28975, the Philadelphia, Pa.,-Camden, N. J., district. Each order provides for hearings at a time and place to be set later, and indicates that findings will be based on a determination of what, if any, changes in such fares should be made "in order that the national transportation policy may be carried out and an adequate transportation system and essential commutation service may be maintained."

At the same time the commission ordered a discontinuance of its investigation of Illinois intrastate commutation fares, ordered prior to its revocation of the interstate commutation fare increases in Ex Parte 148, and denied an application of the Chicago & North Western for an investigation of certain commutation fares applicable within the state of Illinois.

Freight Car Loading

Loadings of revenue freight for the week ended May 22 totaled 843,334 cars, the Association of American Railroads announced on May 27. This was a decrease of 5,188 cars or 0.6 per cent below the preceding week, an increase of 5,638 cars or 0.7 per cent above the corresponding week last year and a decrease of 22,683



Revenue Tons and Revenue Ton-Miles—1943 Compared With 1929, 1941 and 1942

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cars or 2.6 per cent below the comparable
41 week.
Loading of revenue freight for the week
ended May 15 totaled 848,522 cars and the
summary for that week, compiled by the
Car Service Division, A. A. R., follows:

Revenue Freight Car Loadings

For the Week Ended Saturday, May 15

District	1943	1942	1941
Eastern	169,043	161,432	180,044
Allegheny	188,926	187,679	190,733
Pennsylvania	58,271	57,890	57,787
Ohio	122,344	125,710	121,816
Indiana	122,247	131,521	137,236
Northwestern ..	117,014	110,162	118,397
Central Western ..	70,677	64,660	54,789
Southwestern ..			
Total Western Districts	309,938	306,343	310,422
Total All Roads	848,522	839,054	860,802

Commodities	1943	1942	1941
Grain and grain products	43,242	34,967	38,905
Live stock	14,137	11,994	12,936
Coal	176,179	169,033	147,453
Oil	14,420	14,022	13,112
Forest products ..	43,760	49,851	41,342
Iron ore	78,783	85,891	79,429
Merchandise l.c.l. ..	96,630	97,219	162,499
Miscellaneous	383,387	378,175	368,007

May 15	848,522	839,054	860,802
May 8	816,551	839,286	837,149
May 1	788,783	858,911	794,299
April 24	794,194	861,357	721,627
April 17	780,908	846,505	708,793
Cumulative Total, 20 Weeks ...	15,250,024	16,044,449	14,672,865

In Canada.—Carloadings for the week ended May 15 totaled 66,199 as compared with 66,637 for the previous week and 65,157 for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Bureau of Statistics:		Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:			
May 15, 1943		66,199	38,581
May 8, 1943		66,637	38,268
May 1, 1943		63,974	37,572
May 16, 1942		65,257	31,934
Cumulative Totals for Canada:			
May 15, 1943		1,231,251	736,782
May 16, 1942		1,243,370	639,099
May 17, 1941		1,115,633	577,350

More on Superhighways

Another "superhighway" speech was made in the House on May 24 by Representative Snyder, Democrat of Pennsylvania, who recalled that he has been sponsoring superhighway bills since 1936. It was a long discussion in the course of which Mr. Snyder told of his proposal, contemplating 18,000 miles of road which if built now would cost about \$750,000 a mile.

The "economics" of the proposal appealed to Representative Miller, Republican of Missouri, who suggested that a railroad might be built for \$140,000 a mile. Then, Mr. Miller went on, the difference between that figure and \$750,000 a mile might be used to "permit everybody in the country to ride free on the railroads and use the facilities for freight free."

N. Y. C.-Nicholson Relationship Case Dropped by I. C. C.

Reporting on further hearing in the No. 28162 proceeding involving the relationship between the New York Central and the Nicholson Universal Steamship Company, a Great Lakes line, the Interstate Commerce Commission has found that N. Y. C. does not now have control of, or

interest in, Nicholson within the meaning of the so-called Panama-Canal-Act provisions of the Interstate Commerce Act. The report, dated May 10, discontinues the proceeding.

The N. Y. C. interest in Nicholson came about through the relationship of N. Y. C. affiliates to the United States Freight Company; and the commission's original report in the proceeding (reviewed in the *Railway Age* of November 8, 1941, page 753) called the tie-up a violation of the Act. Later, however, the proceeding was reopened; and the commission recently approved the purchase by the Overlakes Freight Corporation of operating rights and property of Nicholson in a transaction which the parties claimed would result in "a complete elimination of the United States Freight Company from any interest, direct or indirect," in Nicholson or Overlakes (see *Railway Age* of March 13, page 528).

Meanwhile Division 4 of the commission in No. W-357 has granted Overlakes a certificate under Part III's "grandfather clause" authorizing continuance of common-carrier operations of vessels in the transportation of commodities generally between ports and points on Lake Superior, Lake Michigan, Lake Huron, Lake Erie, and interconnecting waterways, not including the New York State Barge Canal System.

Birmingham, Ala., Off-Line RRs. Form Association

The Birmingham, Ala., off-line railroad group has formed an organization to be known as the Birmingham Off-Line Railroad Association, the purpose of which is to promote a continued and effective co-operation of its membership in the war effort with regard to rail transportation in the Birmingham district.

W. L. Thornton, general agent, Erie, has been appointed chairman of a special committee to meet with the local ODT Transportation Committee which is under the chairmanship of A. W. Vogtle of Birmingham, Ala.

The officers of the new association are: Chairman, W. G. Kidd, general agent, Wabash; vice-chairman, L. T. Thoman, general agent, Missouri-Kansas-Texas; secretary-treasurer, A. S. Lucas, general agent, Mississippi Central.

Stay Away From Flood Area, ODT Warns

Persons planning railroad or bus journeys that would take them into or through the flooded areas of the central Mississippi Valley and adjacent regions were warned on May 22 by the Office of Defense Transportation to defer their departure until conditions return to normal.

The ODT pointed out that transportation services in those regions could not be fully restored until a considerable time after the high waters recede. Travelers, and also shippers of freight by rail or truck, were urged to keep posted on conditions in the affected areas through local agents of carriers.

The ODT reported that at that time the flood had disrupted railroad and bus

operations over a territory extending from southern Indiana and Illinois, through Missouri, Arkansas, and Oklahoma, to north-eastern Texas. Railroad service, it said, was most seriously affected in Missouri south and southwest of St. Louis, in northern Arkansas, and eastern Oklahoma. As washouts of bridges and roadbeds have made it necessary in numerous cases to re-route main-line traffic over secondary and circuitous routes, movement of passengers and freight through the flooded region is subject to long delays, the public was advised.

Truck operators crossing the Illinois-Indiana flood area were directed by the ODT to use routes passing north of Peoria, Ill., or south of Evansville, Ind., as the few bridges open in the territory between those points were needed for evacuation traffic, and truckers would not be allowed to use them.

I. C. C. Report on Cleveland Stockyards Case

Duties of line-haul railroads with respect to the transportation of livestock to consignees at Cleveland, Ohio, stockyards, and "reasonable" charges for the loading and unloading of shipments there have been determined by the Interstate Commerce Commission in a report in the No. 28421 proceeding and related cases. Also, the commission has passed upon charges assessed by the Cleveland Union Stock Yards Company from February 5, 1938, to May 31, 1940, and by the Livestock Terminal Service Company since June 1, 1940, finding such charges unreasonable and awarding reparation.

The report which brought forth a separate concurring expression from Chairman Alldredge and a dissent from Commissioner Aitchison, with whom Commissioner Porter agreed, is the outcome of a series of complaints against the stockyards companies, filed with the commission by the railroads serving Cleveland; and of investigations begun by the commission early in 1940 of various facilities and practices of stockyard operators and the common-carrier status thereof.

The finding with respect to the duties of the railroads states that such duties include "the furnishing of suitable pens into which the livestock can be unloaded, and the services of unloading the livestock from the railroad car into suitable pens, and the loading of livestock from suitable pens into the car." It adds that the loading pens in the Cleveland Union Stock Yards are "suitable pens." The loading and unloading charges assessed by the stockyards company were found to be unreasonable to the extent that they have exceeded or may exceed \$1.25 per deck.

Mexican Railroad Workers Arrive in U. S.—Correction

The rates of pay for Mexican workers which have been sent to the United States for work on American railroads was incorrectly reported in an article in the *Railway Age* of May 15, page 970, as 40 cents per hour. Actually the treaty or convention between the governments of the United States and Mexico provides

that, "Wages paid to Mexican workers under this agreement shall be the same as those paid for similar work to domestic workers at the place of employment. In no case shall the wages be less than 46 cents (U. S. currency) per hour." The terms of this agreement are also included in the individual work agreement executed by the U. S., through the War Manpower Commission, and the individual worker, which also states that, "Any overtime shall be at the same rate paid to domestic workers doing similar labor."

And, finally, in the agreement between the United States, acting through the War Manpower Commission, and the railroad employer, it is provided, that the imported Mexican Nationals shall be given the same wages and furnished the same opportunities and working conditions as domestic workers.

Further, the agreement was not between the Mexican Labor Ministry and the United States State Department, but was an agreement between the two republics, and was negotiated and evidenced by the State Department of the United States and the Foreign Ministry of Mexico. In addition, the consignment to be delivered to the Santa Fe at El Paso, Tex., was scheduled to leave Mexico City on May 16, not to be delivered on that date.

Derailment at Delair, N. J.

Pennsylvania R. R. passenger train No. 1080, from Atlantic City to New York, was derailed at 10:08 p. m. on Sunday, May 23, at Delair, N. J., resulting in the death of 12 passengers and 2 employees, and injuries to more than 100. The train left Atlantic City on time at 9 p. m. and was due at Pennsylvania Station, New York at 11:55. It was pulled by a Pacific type locomotive and had 15 coaches. Of the coaches all were former, all-steel Pullmans, converted to help meet heavy travel demands and fitted with wooden slat seats, accommodating three persons on one side of the aisle and two on the other.

Delair is 5.9 miles east of Camden, N. J., and is the point where trains to and from New York via Trenton leave the Atlantic City-Philadelphia line, which proceeds westward from Delair over the Delaware river bridge.

The derailment occurred on a 14-deg. curve, on the turn-off to Trenton from the main line. The speed limit on this piece of track is 15 m. p. h. The locomotive and the first seven cars were derailed. Four of these cars with the locomotive piled up to the left of the track at the bottom of a low embankment on which the track is carried, the other three derailed cars remaining upright. One of the first four cars overrode the locomotive. It was in the first four cars that all the passenger fatalities occurred. Employees killed were the conductor and fireman.

The train was heavily loaded—1281 passengers—with people who had spent the Sunday in the resort city, which now houses a great many soldiers. The casualties, while heavy, are not so when considered in relation to the number riding the train—the fatalities, for example, being only slightly more than 1 per cent of those

aboard. Cause of the accident has not at this writing been officially determined. However, on the morning after the accident, the following statement was issued by W. C. Higginbottom, general manager of the Pennsylvania's Eastern Region:

"Preliminary investigation of the derailment indicated that the engineman was exceeding the speed limit for that section of track when the accident occurred. The train was derailed on a 14-deg. curve, and the speed limit on that section of track is 15 m. p. h. Early checks show that the equipment and track were in good condition, but definite indications are that the train was moving faster than the authorized speed limit when the derailment occurred."

Western Railway Club Elects Officers

The annual meeting of the Western Railway Club, held at Chicago on May 17, was addressed by V. V. Boatner, director, Division of Railway Transport, O. D. T., who discussed "The Railway Transport Situation," and by Samuel B. Pettengill, vice-president and general counsel, Transportation Association of America, who presented the "Battle on the Home Front."

At the conclusion of the main addresses, President C. M. House, superintendent of motive power and equipment, Alton, announced the results of the recent election of officers for 1943-1944 as follows: President, W. L. Fox, general superintendent, Belt Railway Company of Chicago; first vice-president, R. D. Long, general purchasing agent, Chicago, Burlington & Quincy; second vice-president, J. M. Nicholson, assistant to vice-president, Atchison, Topeka & Santa Fe. Albert Schiffrers, Jr., Union Tank Car Company, was re-elected treasurer, and Earl E. Thulin, Earl E. Thulin Company, was re-elected executive secretary.

The following new directors were elected with terms expiring May 31, 1945. T. M.

Kirby, superintendent motive power and equipment, Green Bay & Western; T. F. Powers, superintendent motive power, Chicago & North Western; George Crowson, assistant to president, Illinois Central; E. C. Vandenburg, engineer maintenance of way, Chicago & North Western; J. P. Blum, assistant purchasing agent, Chicago, Burlington & Quincy; J. C. Kirk, assistant purchasing agent, Chicago, Rock Island & Pacific; Fred Cooledge, Buckeye Steel Castings Company; Paul Curtis, American Locomotive Company; J. J. Davis, Jr., Carnegie-Illinois Steel Corporation; Arthur Goble, Baldwin Locomotive Works; J. E. Long, Franklin Railway Supply Company, and R. W. McKisson, American Steel Foundries.

"Erie Day" at Middletown, N. Y.

The 100th anniversary of the entrance of the Erie into Middletown, N. Y., was celebrated on Wednesday, May 26, by that city. At 2:43 p. m.—the exact time of the arrival of the first train a century ago—an Erie train, carrying a party of prominent citizens and officers of the road, pulled into the Middletown station. The train was met by a welcoming committee headed by Mayor Harold H. Smith, the Common Council and city officials.

A number of outdoor activities had been planned for the celebration which had to be called off because of bad weather. A pageant scheduled for later in the day was postponed until Friday, May 28.

Among the officers representing the Erie were President R. E. Woodruff, Vice-president H. W. Von Willer, Assistant Vice-presidents D. R. Thompson and G. C. Manning and General Manager R. C. Randall. The Erie's neighbor railroad in Middletown—the New York, Ontario & Western—was represented by its trustee Frederic E. Lyford, and George Zabriskie, vice-president in charge of traffic.

A luncheon was held at the Mitchell



A Reproduction of Part of a Poster Printed Shortly After the Line to Middletown, N. Y., Was Opened

...n, attended by about 200 persons, including members of the Kiwanis, Rotary and Lions clubs, with Mr. Von Willer, as guest speaker. At 7 o'clock in the evening the Middletown Chamber of Commerce held its annual dinner at the Inn, with E. Woodruff as its speaker. Representative Frank Sundstrom of New Jersey, former Middletown boy, was guest of the evening.

Ickes Suggests Elevated Railroad to Alaska

Secretary of the Interior Ickes would be inclined to suggest an elevated railroad to Alaska instead of a second highway, he told a House appropriations subcommittee recently while testifying with respect to Interior Department appropriations for the fiscal year ended June 30, 1944.

The secretary's remark in the foregoing connection was a follow-through from a denial that he had recommended construction at this time of another Alaskan highway. "As a matter of fact," he said, "I would be inclined to suggest to the Army Engineers that, instead of another highway, they build an elevated railroad all the way across so that they would not have all of this trouble with snow and ice, bogs, and all of that sort of thing. Originally they would have to use wooden trestles."

Testimony with respect to the Alaskan Railroad was offered by B. W. Thoron, director of the Interior Department's Division of Territories and Island Possessions. This year, Mr. Thoron said, the road "is operating at maximum capacity; in fact, its equipment and facilities are strained by the demands for transportation." Gross revenues for the fiscal year ending June 30, 1943, are expected to exceed \$6,000,000; while an "operating profit" in excess of \$2,300,000 is indicated. Representative Carter, Republican of California, wondered if anyone had ever figured out whether this road is making an "actual profit" considering the investment, and figured "the way a businessman would figure it."

Mr. Thoron had no such figures, while Representative Fitzpatrick, Democrat of New York, suggested that the profit on the investment in the railroad was to be measured in the wealth taken out of Alaska. Other discussion of the railroad included that covering descriptions of the new construction which will change the seaboard terminus of the road from Seward to Whittier.

Fourteen miles of new line are involved, including two tunnels—one more than two miles in length and the other about a mile.

Senate Committee Would Give Resources Board \$200,000

A proposed appropriation of \$200,000 for the National Resources Planning Board was included in the Independent Offices Appropriation Bill for the fiscal year ending June 30, 1944, which was reported to the Senate on May 19 from its committee on appropriations. The Board

had asked for \$1,400,000, the amount approved by the Bureau of the Budget which the House refused to allow when it had the Independent Offices bill under consideration.

The Senate committee's action recommending the \$200,000 was the result of a tie vote whereby the full committee cut to that figure the \$534,000 which had been recommended for the Board by one of its subcommittees. Majority Leader Barkley announced on the floor of the Senate May 20 that Senator McKellar (Democrat of Tennessee), acting chairman of the appropriations committee, planned to offer an amendment to restore the \$534,000 figure when the item comes up for Senate consideration.

Such consideration was postponed until May 27 after the Senate had acted upon other committee amendments to the bill on May 24, it being explained the Resources Board item was a controversial one on which some Senators, unable to be present on the 25th, desired to be heard.

The \$200,000 item as reported by the committee carries two provisos—one restricting the use of the fund to "correlation and coordination of planning with state governments and with political subdivisions of such states"; and the other stipulating that the \$200,000 "shall constitute the total amount to be available" to N. R. P. B. during fiscal 1944, and that it "shall not be supplemented by funds from any other source."

The latter would seem to be designed to close the door against allotments which the President might make to the Board from his special funds. In voting to continue such a Presidential fund on May 17, the House made a similar stipulation, adopting an amendment sponsored by Representative Taber, Republican of New York, to provide that no part of the fund being approved should be used "for the National Resources Planning Board or the Farm Security Administration or for any of the functions of either said Board or said Administration."

Employee Suggestions Create Innovations

Much labor friction arises out of the frustration of the average man in winning recognition for his individual efforts, according to E. S. Taylor, director of the employee suggestion system of the Pullman Company, and president of the National Association of Suggestion Systems, in an address at the opening of a two-day conference of the association at New York on May 19. War production needs have been a major factor in the rapid development of employee suggestion systems, he said, and industrial plans for stimulating and utilizing the ideas of employees have resulted in a vast number of innovations of immense aid to the war effort. He declared that the suggestion system is "the best means yet devised of giving the employee a channel through which to offer ideas direct to management, and at the same time gaining maximum benefit from the native ingenuity of American workmen."

"Under the suggestion system plan, now

largely perfected after years of trial and error, the employee is encouraged to think of ways to improve production methods and the services of industry," Mr. Taylor asserted, "and he is rewarded for his ideas. Many suggestions in themselves may be relatively insignificant, but as they build up into the hundreds of thousands, under the encouragement of the system, in the aggregate they become a powerful force in the improvement of industrial methods."

"The harmony factor of the suggestion system, however, provides perhaps its greatest value. It not only stimulates the thinking of the employee, but gives him a paying outlet for his ideas, and an effective voice in his job. Much labor friction, I believe, arises out of the great frustration of the average man in winning recognition for his individual efforts."

Many companies, Mr. Taylor said, now pay employees as much as 50 per cent of the annual savings resulting from an idea or a suggestion, where tangible reduction in cost is involved. This frequently means cash awards of thousands of dollars to employees, he declared. In other cases, where no measurable saving is apparent, but an improvement in methods and conditions is brought about by the suggestion, arbitrary awards are made, from a \$5 minimum to an unlimited maximum depending upon the value to the company.

"Pullman employees are now collecting about \$1,200 a week for ideas accepted by the local committees and placed in effect," Mr. Taylor reported, "and scores of time and material-saving ideas are now aiding Pullman in the performance of its vital wartime task of transporting record-breaking numbers of troops and civilians."

Supreme Court Upholds Action by Jury in Liability Case

A majority opinion of the Supreme Court—which Justice Roberts in his dissenting opinion said "can add nothing to the body of jurisprudence"—has upheld the state courts of Vermont in a case—*Bailey vs. Central Vermont*—in which damages were awarded by a jury under the Federal Employers Liability Act. The Supreme Court decision was based in effect on a legal question—whether or not the original court's verdict should have been returned by a jury or should have been directed by the court, as claimed by the railroad.

The case grew out of the death of a Central Vermont sectionman who was thrown from a bridge by the rapid spinning of a wrench which he was using to open hopper doors on a cinder car. The Supreme Court majority, in an opinion delivered by Justice Douglas, pointed out that there was enough evidence to go to the jury on the question whether the railroad was negligent in failing to use reasonable care in furnishing the employee a place to work, a common law duty which becomes "more imperative" as the risk increases, and from which the road was not relieved by the fact that the employee's work at the place in question was infrequent.

"The right to trial by jury is a basic and fundamental feature of our system

of federal jurisprudence," the majority said. "The nature of the task . . . , the hazards which it entailed, the effort which it required, the kind of footing he had, the space in which he could stand, the absence of a guard rail, the height of the bridge above the ground, the fact that the car could have been opened or unloaded near the bridge on level ground—all these were facts and circumstances for the jury to weigh and appraise in determining" whether the road was negligent. "The debatable quality of that issue, the fact that fairminded men might reach different conclusions, emphasize the appropriateness of leaving the question to the jury."

Justice Roberts' dissent, in which Justice Frankfurter concurred, was based essentially on his belief that the case should not have come before the highest court. In addition, he said, "I cannot concur in the intimation, which I think the [majority] opinion gives, that, as Congress has seen fit not to enact a workmen's compensation law, this court will strain the law of negligence to accord compensation where the employer is without fault. . . . I do not believe it to be within our judicial function to write the policy which underlies compensation laws into acts of Congress when Congress has not chosen that policy but, instead, has adopted the common law doctrine of negligence."

B. I. R. Progressing on 'Fiscal '44 Funds

(Continued from page 1108)

tire national transportation policy, particularly our policies of rate regulation."

"The fundamental problem," he went on, "is to give all types of carriers full opportunity to furnish the best and cheapest transportation of which they are capable, and to require that the charges for their services be just, reasonable, and free from all forms of favoritism and discrimination. The purpose of the Board of Investigation and Research is to find the answer to this problem."

Just as he had done in his recent speech before the Southern Policy Association, as reported in the *Railway Age* of May 22, page 1070, Mr. Childe pointed out that the Board's interterritorial rate report deals only with class rates, whereas commodity rates are more important and "need to be studied from an economic standpoint with as much care as class rates to determine whether the existing levels are fair in relation to the transportation service performed and the extent to which rate inequalities account for the spotty and unequal distribution of population, industry, income, and wealth in the United States today." The answers "cannot be found except by thorough and painstaking investigation of the facts, such as this Board is now making at the direction of Congress." The war has "enhanced, not diminished, the importance and timeliness of our work," Mr. Childe said, adding that the work which the Board has done up to date and the money spent on it "will be

largely wasted unless we finish what we have started."

Further discussion of the Board's interterritorial rate report is found in the record of the I. C. C. presentation before the same subcommittee. There Senator McKellar referred to B. I. R. as a "commission set up to report on uniform nationwide freight rates," and asked if the I. C. C. "wants direction from Congress," as recommended by B. I. R.; or what should be Congress' "proper course" with respect to the B. I. R. rate report.

Commissioner Aitchison undertook to reply, saying first that he had not yet had the opportunity to study the B. I. R. report as he would like to. Neither has it been considered by the commission in conference. He went on to point out how the Transportation Act of 1940 directed the commission to institute a general rate investigation; although the commission had already instituted its pending Nos. 28300 and 28310 investigations of the class rate structure and Consolidated Freight Classification. In response to Senator McKellar, Mr. Aitchison agreed that those proceedings were "substantially very similar" to the B. I. R. rate study; but the I. C. C. is proceeding under the Interstate Commerce Act whereas B. I. R. "went into general questions of government policy."

The Senator then wanted to know when the I. C. C. report would be issued, and Mr. Aitchison's reply was a listing of steps still to come—filing of briefs, oral arguments, issuance of proposed report, and preparation of the final report. Whereupon Senator Reed, Republican of Kansas, broke in to suggest that if the commission got out an order "within a year" it would be doing "a pretty good job on a case of that magnitude." Later the Kansan suggested that he wouldn't like the commission "urged to go too fast."

Meanwhile Senator McKellar had asked if it would be "conducive to orderly administration" if Congress by resolution were to refer the B. I. R. report to the I. C. C. In reply, Commissioner Mahaffie called attention to the fact that the B. I. R. recommendations would come before the I. C. C. officially, if the Senate committee on interstate commerce followed its usual practice in such matters and asked for I. C. C. comment on pending bills to carry out such recommendations.

Grain Committees Organized

The Grain and Grain Products Transportation Conservation Committee, of which C. A. Lahey, vice-president Quaker Oats Company, Chicago, is chairman, has warned the industry that handling the 1943 crop is certain to present difficulties unless certain recommendations are carried out. These recommendations, as issued by the committee, are as follows:

1. Load cars promptly (if possible, within 24 hours).
2. Unload cars promptly (if possible, within 24 hours).
3. Order no more cars than are absolutely necessary.
4. Clean cars.
5. Avoid excessive circuitous routing.

6. Load cars full.
7. Furnish disposition after grading quickly as possible.

8. Stop billing cars "notify" to a company at a given point when the company is not located at that point.

9. Eliminate, as far as possible, additional inspections.

10. Curtail transit use and operation. For the purpose of exercising close control, the country has been divided into 15 regions, and sub-committees have been formed under the chairmanship of the following men familiar with transportation as it affects the grain trade:

W. E. Maloney, traffic commissioner, The Corn Exchange, Buffalo, N. Y.

Freeman Bradford, traffic manager, Board of Trade, Indianapolis, Ind.

J. B. McGinnis, traffic manager, The Q. O. Chemical Company, Memphis, Tenn.

J. S. Brown, manager, transportation department, Board of Trade, Chicago (Mr. Brown is also secretary of the general committee.)

W. V. Wheat, traffic manager, Board of Trade, Peoria, Ill.

A. T. Sindel, traffic commissioner, Merchants Exchange, St. Louis, Mo.

F. B. Townsend, director of traffic, Minneapolis Traffic Association, Minneapolis, Minn.

J. A. Kuhn, traffic manager, Omaha Grain Exchange, Omaha, Nebr.

W. R. Scott, secretary Board of Trade, Kansas City, Mo.

D. L. Mullen, traffic manager, Board of Trade, Wichita, Kan.

Paul T. Jackson, secretary, Oklahoma Millers Association, Oklahoma City, Okla.

Frank A. Leffingwell, secretary, Texas and Southwestern Industrial Traffic Leagues, Dallas, Texas.

George Work, traffic manager, Colorado Milling & Elevator Company, Denver, Colo.

R. D. Lytle, traffic manager, North Pacific Millers Association, Portland, Ore.

C. G. White, traffic manager, Los Angeles Grain Exchange, Los Angeles.

I. C. C. Reports on Accident at Memphis, Tenn., April 4

A side collision at Memphis, Tenn., at 4.06 p. m. on April 4, which resulted in the death of one passenger and the injury of 60 passengers and 3 employees, occurred because the crew of one of the trains, "in order to avoid delay," did not test the train air brake system as required by the rules, the Interstate Commerce Commission's report of the investigation made under the direction of Commissioner Patterson discloses.

The accident involved Missouri Pacific Extra 1204 East, consisting of a locomotive, a water car, 54 freight cars and a caboose, operating on the Union Railway track, and Illinois Central No. 33, southbound, consisting of a locomotive, a mail-express car, and 3 coaches, all of steel construction, operating on that road's main line south from the Memphis Grand Central Station, and occurred at the point where the two lines cross almost at right

angles. The locomotive of the freight train, traveling about 12 m. p. h., struck the rear coach of the passenger train, which was moving about 9 m. p. h., and forced it on its left side at an angle of about 45 degrees to the track, but the freight train, moving on a 0.2 per cent descending grade, did not come to a stop until the locomotive had gone 768 ft. beyond the point of the collision. Except for the one coach, there was only slight damage to equipment.

Rules governing operations over this crossing require that trains must stop, then proceed if a proceed aspect is displayed by the color-light signal at the crossing, which is in charge of a switch-tender stationed at the crossing. At the time of the accident, the signal was set for the passenger train to stop and proceed, and it did so. The freight had been stopped for over 30 min. at a point about 2,000 ft. west of the crossing, where a helper engine was detached after the train had crossed the Mississippi River bridge.

The brakes of this train had been controlled from the helper engine, and had responded properly, but the engineman of the road engine testified that after the helper was detached and he had placed the double-heading cock in open position he was unable to release the brakes, as the helper had maintained 90 lb. brake pipe pressure, while the feed valve of his engine was adjusted for 70 lb. After the brakes were released through the release valves of the cars this train proceeded a

short distance, was stopped by the engine brakes only, then proceeded until, at a point about 900 ft. west of the crossing, the stop signal was observed. The engineer then applied the engine brakes, opened the sanders, and moved the automatic brake valve to emergency position, but an emergency application was not obtained.

As a result of failure to restore air pressure in the train brake system after the reservoirs had been depleted through the release valves, the report points out, only the brakes on the locomotive were functioning, and the train passed through the crossing with the drivers sliding and the brakes on the cars unapplied. The fact that pressure was not restored in the train brake system indicated, the report said, that the double-heading cock had not been opened. If a brake test had been made before the train proceeded after detaching the helper, as required by the rules, it concludes, the accident would have been averted.

"Kendall"—on the B. & M.

The Pompanoosuc station of the Boston & Maine in Norwich, Vt., between White River Junction and Woodsville, N. H., was officially re-christened "Kendall" on May 22 in honor of the family which handled its affairs many years ago.

Participating in the ceremony were Warren C. Kendall, chairman of the Car Service Division of the Association of American Railroads, and David Kendall, a junior at Dartmouth College, who repre-

sented his father, Leon B. Kendall, assistant general manager of the Chicago & North Western.

Both Warren and Leon Kendall were born in the agent's living quarters on the second floor of Pompanoosuc station—their father, the late Hersey E. Kendall, then being agent for the Pompanoosuc Railroad, now a part of the Boston & Maine system. The two Kendall boys learned to telegraph before they were 12 years of age and, at 14, both of them were acting as relief agents at various stations on the Connecticut & Passumpsic Railroad between White River Junction and Woodsville, N. H. Warren Kendall's first regular job as a railroad employee was with the B. & M. in 1899, as telegrapher, and his brother entered railroad service soon after in a similar capacity.

When the Kendall family ran the Pompanoosuc station it was a busy place, with copper ore—"as many as 50 teams a day, with oxen and mules hauling them"—coming down from the mines 10 miles away to be loaded. Mrs. Kendall was also an expert telegrapher and frequently "sat in" at a key to help out. The station agent in those days was also the postmaster and conducted a general store in the station waiting room.

Senate Approves Return of I. C. C. Salaries to \$12,000

Salaries of members of the Interstate Commerce Commission would be increased from \$10,000 a year to the \$12,000 basis provided in the Transportation Act of 1920 if Congress accepts an Independent Offices Appropriation Bill amendment which was agreed to by the Senate on May 24. The amendment was sponsored by Chairman Wheeler of the committee on interstate commerce after the appropriation bill carrying I. C. C. funds for the fiscal year ended June 30, 1944, had come from the committee on appropriations without provision for the salary adjustment.

The bill as reported on May 19 carried that provision of its predecessors which stipulates that salaries of members of the I. C. C., the Tariff Commission, and the Maritime Commission (except the chairman) shall be held at \$10,000. Members of the I. C. C. have not received \$12,000 since 1932—first, because of government pay-reduction acts and executive orders, and since 1935, because of the appropriation-bill stipulations. Senator McKellar, Democrat of Tennessee, who was in charge of the bill as acting chairman of the committee on appropriations, undertook to talk Senator Wheeler out of the idea of pressing his amendment. When the Montanan insisted, however, Mr. McKellar said he would not object to having the amendment agreed to by the Senate and taken to the conference committee which will have the job of reconciling differences between House and Senate versions of the bill.

In the debate on the amendment, Senator Wheeler was supported by Senator Reed, Republican of Kansas. Both agreed that the commission was among the hard-working agencies of the federal government; while Senator Wheeler made the point that recent salary increases of gov-



Changing the Name from Pompanoosuc to Kendall

Left to right: Warren C. Kendall, chairman, Car Service Division, A.A.R.; David Kendall; Samuel E. Miller, assistant general manager, Boston & Maine; and Chauncey S. Robinson, assistant chief engineer, Boston & Maine.

ernment employees have created situations wherein the higher paid members of the commission's staff will be getting more money than the commissioners if the latter's salaries remain at \$10,000 a year. The salary adjustment was one of several changes in the bill which were sought by commission representatives who appeared at recent hearings before a Senate appropriations subcommittee.

The commission's other proposals would have restored cuts made by the House in its fiscal 1944 estimates as submitted by the Bureau of the Budget, the largest being the \$545,000 reduction made in the proposed appropriation for motor transport regulation. The commission asked that \$450,860 of that cut be restored to bring the motor transport item up from the \$3,000,000 allowed by the House to \$3,450,860. The Senate committee allowed an additional \$100,000, bringing the total up to \$3,100,000; and it did nothing about other commission requests for a restoration of the \$52,000 cut from the general administrative expenses item, the \$49,000 cut from the proposed appropriation for valuation work, and the \$23,000 reduction in the "printing and binding" item.

Thus the bill is before the Senate with proposed I. C. C. appropriations totaling \$8,912,000 for fiscal 1944. This compares with the \$8,812,000 approved by the House and the \$9,504,192 appropriated for the current fiscal year ending June 30, 1943.

The bill also carries appropriations totaling \$133,000,000 for the Public Roads Administration—no change from the House bill which in turn was the same as the budget estimate. The largest item is \$75,000,000 for access roads, while the federal-aid highway system would get \$40,000,000.

Abandonments

ATCHISON, TOPEKA & SANTA FE.—In a proposed report in Finance Docket 14101 Examiner J. S. Prichard has recommended that the Interstate Commerce Commission deny this company's application for authority to abandon a line from Waveland, Colo., to Cheraw, 16.78 miles, on the ground, among others, that the evidence was "not convincing" that increased traffic could not be expected or that operations currently result in a loss.

BOSTON & MAINE.—This company has applied to the Interstate Commerce Commission for authority to abandon its line from Central Massachusetts Junction, Mass., to Maynard, 4.5 miles.

CENTRAL INDIANA.—This road has applied to the Interstate Commerce Commission for authority to abandon its line from Lebanon, Ind., to Advance, 8.27 miles.

NASHVILLE, CHATTANOOGA & ST. LOUIS. Division 4 of the Interstate Commerce Commission has authorized this road to abandon a segment of its main line from Denver, Tenn., to Camden, 10.05 miles, including a bridge over the Tennessee River, where a Tennessee Valley Authority reservoir is under development. An

alternate 10.73-mile new line to be built by the TVA will be acquired in lieu of the abandoned segment at nominal cost to the company.

Equipment and Supplies

LOCOMOTIVES

THE CHESAPEAKE & OHIO has placed an order for 10 new Mallet-type freight locomotives with the Lima Locomotive Works, to cost approximately \$2,750,000. Delivery is scheduled to begin the first quarter of 1944. The new engines will haul freight over mountains between Clifton Forge, Va., and Hinton, W. Va., and will be similar to 20 locomotives placed in service on that route during 1941 and 1942. The original inquiry for this equipment was reported in the *Railway Age* of May 8.

SIGNALING

THE GREAT NORTHERN has placed an order with the General Railway Signal Company for a desk-type control machine for a Route Relay Interlocking installation at Hibbing, N. D. This machine is provided with six route levers.

THE LIMA LOCOMOTIVE WORKS has placed a contract with the General Railway Signal Company for twenty-five sets of intermittent inductive train control engine equipments for New York Central locomotives.

THE ELECTRO-MOTIVE CORPORATION has placed a contract with the General Railway Signal Company for four sets of intermittent inductive train control engine equipments for Baltimore & Ohio locomotives.

THE BOSTON & MAINE has placed an order with the General Railway Signal Company for a centralized traffic control machine, desk type, to be used in its proposed unit wire centralized traffic control installation at Nashua, N. H. This machine has four signal control levers and three switch control levers.

THE DENVER & SALT LAKE has placed an order with the General Railway Signal Company for materials for installing A. P. B. signaling with coded track circuits between Bond, Col., and East Kremmling, covering 27 miles of single track. This order includes 1 desk-type control machine of the unit-wire type with 4 signal control levers controlling 10 Type SA signals, to be located at Orestod; 12 bungalows shipped in knocked-down condition to be assembled and wired in the field—the bungalows and layouts so arranged that centralized traffic control may be added without changing the relays; 187 Type K relays; 81 rectifiers; 84 transformers; 38 code-following relays; 41 Type SA high signals; 8 Type SA dwarf signals; 12 Type W markers; 14 junction boxes and 16 instrument cases. The

track circuits at head blocks are conventional detector track circuits. Track circuits between sidings are coded, and track circuits are generally coded except where short enough to use conventional tracks. Circuits and head blocks are arranged so that in the future centralized traffic control may be applied.

THE NEW YORK CENTRAL LINES EAST has placed an order with the General Railway Signal Company covering materials for renewing the automatic signaling between Hoffmans, N. Y., and Amsterdam. This territory consists of seven miles of four-track road signaled for single direction running. The wayside signals, approach locking, approach lighting, station approach indication, and approach clearing of the home signals will be controlled by coded track circuits without the use of line wires other than those required for power supply. The order includes the following equipment: 40 Type SA signal units, 95 Type B relays, 114 Type B code-following relays, 22 Type B code transmitters, 49 decoding units, 35 decoding transformers, 59 copper-oxide rectifiers, 29 Type U transformers, and 12 welded steel relay housings.

THE MISSOURI PACIFIC has placed an order with the General Railway Signal Company for the materials for extending centralized traffic control from Knobel, Ark., to Murta, an extension to the Poplar Bluff-to-Knobel installation made in 1937, and for a new centralized traffic control installation between Newport, Ark., and Minturn. The Knobel-to-Murta extension will cover approximately 20 miles of single track and will be controlled by a three-panel extension to be added to the Poplar Bluff-to-Knobel control machine located at Poplar Bluff. The Newport-to-Minturn installation will cover approximately 26 miles of single track and will be controlled from a new control machine to be located at Newport. Both machines are to be provided with continuous track indications and with the levers for control of the required number of signals and power-operated switches. Facilities are also provided for the direct control of outlying electric switch locks. In addition to the control machines, the order includes 22 Model 5D switch machines, 13 Model 9A electric switch locks, 22 two-arm Type G signals, 20 one-arm Type G signals, 22 Type L dwarf signals, 21 bungalows, 409 Type K relays, 42 Type KB Motor-operated Time relays, 22 Type TJ thermal relays, 42 Type W a-c. relays, 15 Type K1 and 7 Type K2 transformers and 93 copper-oxide rectifiers. In addition, new equipment has been ordered for the modernization of the signaling facilities on the double track in the vicinity of Hoxie, the intervening distance between these two centralized traffic control installations.

MORE THAN SIX MILLION soldiers, sailors, marines and coast guardsmen have been entertained or assisted in the servicemen's lounges and other centers opened in 21 principal stations of the Pennsylvania under USO or local supervision since Pearl Harbor. Nearly 24,000 servicemen visit these special facilities every day.

Supply Trade

J. G. Brill Company Annual Report

The J. G. Brill Company reported orders booked during 1942 amounting to \$20,725,514, compared with \$14,991,790 for the previous year—an increase of 38 per cent. Net sales in 1942 were \$13,886,006, an increase of 57 per cent over 1941. Unfilled orders at the end of the year 1942 totaled \$17,485,825, 35 per cent greater than the amount listed for 1941. Net income in 1942 was \$477,078, as compared with a net loss of \$405,242 in 1941.

General Railway Signal Company Annual Report

Net income reported by the General Railway Signal Company for the year ended December 31, 1942, totaled \$917,548, as compared with net income of \$796,991 in 1941. Current assets at the end of the year amounted to \$15,032,130 as compared with \$8,899,497 in 1941, and current liabilities were \$9,648,278 in 1942 against \$3,694,400 in the previous year. The company announced that during the year 1942 its British subsidiary disposed of its assets and the resultant loss was written off. New signaling business was smaller in volume than in the preceding year because of war priorities. The company's participation in war activities were expanded and two additional plants were purchased in 1942. Unfilled signal orders at the end of the year were considerably less than the previous year, but it is believed that this backlog together with orders booked since that time will be in sufficient volume to provide for capacity operation throughout 1943.

Roy L. Salter has been appointed general superintendent of the Southern Wheel division of **American Brake Shoe Company**, and will make his headquarters at the company's New York offices.

The Army-Navy "E" award for high achievement in the production of war material was awarded to the **Climax Engineering Company**, Clinton, Iowa, on May 7.

Walter F. Pohl has been appointed district engineer for the Southeastern area, with headquarters in Atlanta, Ga., of the American Colloid division of **E. F. Drew & Co., Inc.** Mr. Pohl will direct the company's servicing and sales activities in Alabama, Florida, Georgia, and South Carolina.

Robert R. Zisette, for the past year assistant sales manager, has been promoted to the position of general sales manager of **SKF Industries, Inc.**, Philadelphia, Pa. Mr. Zisette has been in the employ of the company since 1921, serving in the capacities of sales engineer in the Cleveland, Ohio, office, and district manager of the Cincinnati office.

Neil C. Hurley, whose election as executive vice-president of the **Independ-**

ent Pneumatic Tool Company, Chicago, was reported in the *Railway Age* of April 17, graduated from Notre Dame in 1932, and in the same year entered the service of the company. In 1935 he was promoted to secretary, and four years later he was elected vice-president and a director, holding the former position until his new appointment, effective April 1.

Floyd L. Wheaton, until recently superintendent of rolling stock for the department of street railways, Detroit, Mich., has joined the staff of the **Bendix-Westinghouse Automotive Air Brake Company**, Elyria, Ohio, as manager of field activity. **I. F. Nelis**, assistant retail sales manager for the company, has been appointed sales manager. Headquarters of both Mr. Wheaton and Mr. Nelis will be at the company's home office in Elyria.

A second submarine patrol vessel, designated as a PCE, was launched by the **Pullman-Standard Car Manufacturing Company** on May 15, or 13 days after the first one was launched. The ship is the second of 50 which the company is building under contract for the Navy. Speakers at the launching included Wallace N. Barker, vice-president of the company; Rear Admiral H. G. Taylor, superintendent of civil engineering for the Bureau of Yards and Docks at Chicago; and Captain Wallace N. Dowd, supervisor of shipbuilding for the Chicago area. Frank L. Murphy, chief engineer of the company acted as toastmaster. Mrs. Elmer Elsey was selected as sponsor because members of her family on both sides had long been associated with the company as employees. In addition, her son, Corporal Elmer Elsey of the marines and an employee of the company, had been killed on Guadalcanal in February.

OBITUARY

Harry Glaenzer, vice-president in charge of engineering of the Baldwin Lo-



Harry Glaenzer

comotive Works until his retirement in 1940, died on May 24. After being educated in the technical schools of Baltimore, Md., and at the University of Pennsylvania, Mr. Glaenzer became associated with the engineering department of Baldwin in March, 1899. He was appointed

chief engineer in 1921, and was elected vice-president in charge of engineering a year later.

Fred W. Venton, treasurer of the Allied Railway Supply Association and manager of the railroad sales department of the Crane Company, Chicago, died in that city on May 26.

Construction

CHICAGO, BURLINGTON & QUINCY.—Requests for the materials necessary to construct a new \$300,000 passenger station at Burlington, Iowa, to replace one destroyed by fire on January 20, have been approved by the War Production Board. The new station will be a two-story structure 228 ft. long by 50 ft. wide, occupying the approximate site of the previous building. It will be of modern design, constructed of reinforced concrete faced with Lannon (Wis.) stone, and will have large glass windows. The interior of the walls will be finished with Montana travertine and the floors with colored terrazo. The main waiting room, 50 ft. by 75 ft., will extend the full height of the building at the north end, while the second floor at the south end will contain operating department offices. The work will also include the construction of platforms, driveways and parking spaces; the construction of platform canopies on the track side and canopies for bus loading on the city side; and landscaping. The building was designed by Holabird & Root, Chicago architects, and contracts will be awarded as soon as plans have been completed.

ST. LOUIS-SAN FRANCISCO.—This road has awarded a contract, amounting to \$30,000, to the Massman Construction Company, Kansas City, Mo., for the construction of three new concrete piers in the road's bridge at the Grand-Neosho river crossing at Miami, Okla.

WAR DEPARTMENT.—The U. S. Engineer office, Portland, Ore., has awarded a contract, amounting to more than \$100,000, and less than \$500,000, to the Portland Tug & Barge Company, Portland, for the construction of a railroad in Oregon, and a contract, amounting to more than \$50,000 and less than \$100,000, to C. H. Wheeler, Portland, for the construction of a railroad yard in Oregon. The U. S. Engineer office, San Francisco, Cal., has awarded a contract amounting to more than \$100,000 and less than \$500,000, to Ben. C. Gerwick, Inc., San Francisco, for construction of a railroad extension in California.

WAR DEPARTMENT.—The U. S. Engineer office, Jacksonville, Fla., has awarded a contract, amounting to less than \$50,000, to B. B. McCormick & Sons, Inc., and the James H. Craggs Construction Company, Jacksonville, for the construction of a railroad spur track in Florida.

Financial

ATCHISON, TOPEKA & SANTA FE.—Mortgage Bonds.—Directors of this road have authorized the calling on September 1, 1943 (the next interest payment date), of all the 4½ per cent first and refunding mortgage 4½ per cent bonds due March 1, 1962, of the California-Arizona lines. There are \$33,132,000 of the bonds outstanding, of which \$4,970,000 are in the company's treasury. This is the only Santa Fe issue bearing an interest rate above 4 per cent, and calling of these bonds will save the road approximately \$1,267,000 annually in interest charges.

ATCHISON, TOPEKA & SANTA FE-CHICAGO, ROCK ISLAND & PACIFIC.—Acquisition.—The Oklahoma, in applying to the Interstate Commerce Commission for authority to abandon freight service over its electric lines in the vicinity of Oklahoma City, Okla., has informed the commission that it is proposed that the Atchison, Topeka & Santa Fe and the Chicago, Rock Island & Pacific will jointly purchase a 15.7-mile segment of its lines at Oklahoma City, including the line from Oklahoma City to Bethany, and acquire by transfer a lease of the Oklahoma City Junction. In addition, the two roads jointly will acquire trackage rights on a 0.7-mile segment of the Oklahoma's line in Oklahoma City; the A. T. & S. F. will purchase about 1.1 miles of the Oklahoma's freight tracks at Guthrie, Okla.; and the C. R. I. & P. will purchase 0.7 mile of such tracks in Oklahoma City and 0.3 mile in El Reno, Okla.

A joint application filed with the commission by the A. T. & S. F. and the C. R. I. & P. indicated that, in connection with these transactions, the former road would acquire trackage rights over 3.4 miles of C. R. I. & P. tracks in Oklahoma City, while that road would acquire trackage rights over 1.9 miles of A. T. & S. F. tracks. The total cost of these acquisitions would be \$248,918 to the Santa Fe and \$276,382 to the Rock Island.

BALTIMORE & OHIO.—Securities.—The New York Transit & Terminal Company, Ltd., subsidiary of the B. & O., has paid its bank loan and thus released securities of the B. & O. which the company had pledged to secure the loan. The securities are now available for sale to the B. & O. sinking fund, and President R. B. White has announced that part of the securities will be purchased soon and a substantial amount left for future purchases, making it unnecessary for the road to call for tenders or go into the market for any more of its securities in the near future.

BOSTON & MAINE.—Promissory Notes.—This company has applied to the Interstate Commerce Commission for authority to issue \$4,003,671 of promissory notes, maturing serially, at varying interest rates, in evidence of indebtedness under 17 conditional sales contracts for equipment, in order to meet tax law requirements.

BOSTON & PROVIDENCE.—Reorganization Expenses.—Division 4 of the Interstate Commerce Commission has determined the amount of claims for allowance of compensation for services and expenses to March 15, 1943, of John Noble, Jr., counsel to the trustees of this company in its Section 77 reorganization proceedings, as \$18,772. The amount sought was \$23,172.

CENTRAL OF GEORGIA.—Promissory Notes.—This road has applied to the Interstate Commerce Commission for authority to issue \$1,150,080 of 2 per cent promissory notes, maturing quarterly, in evidence of deferred payments under conditional sales contracts for the purchase of 8 passenger and freight locomotives of the 4-8-4 type at a cost of \$1,437,600. Delivery from the Lima Locomotive Works is scheduled for July, the application indicated.

CHICAGO & NORTH WESTERN.—Revision of Reorganization Plan.—This road has petitioned the Interstate Commerce Commission to reopen its reorganization proceedings, pointing out that the courts have ruled that the commission alone has jurisdiction over the plan it formulated. The road's cash position has improved since the plan was approved, it states, and it is in a position to pay off its Reconstruction Finance Corporation indebtedness, thereby releasing securities which might be distributed for the benefit of other creditors and junior security holders. The petition was opposed by committees representing life insurance companies and mutual savings banks.

CHICAGO, ROCK ISLAND & PACIFIC.—New Trustee.—Division 4 of the Interstate Commerce Commission has ratified the appointment of Aaron Colnon as substitute co-trustee of this road.

COWLITZ, CHEHALIS & CASCADE.—Promissory Notes.—Division 4 of the Interstate Commerce Commission has authorized this road, controlled directly or indirectly by stock ownership by the Great Northern, Northern Pacific, Oregon-Washington Railroad & Navigation and Chicago, Milwaukee, St. Paul & Pacific, to issue \$75,000 of demand 4 per cent promissory notes to be delivered at par to the proprietary roads as funds are advanced by them for repairs and replacements required as a result of damage caused by rainfall.

DENVER & RIO GRANDE WESTERN.—Acquisition of Stock.—This road has been authorized by Division 4 of the Interstate Commerce Commission to invest \$14,700 of a dividend paid it in 1942 by the Denver-Colorado Springs-Pueblo Motor Way in the purchase of 147 shares of the stock of the Rio Grande Motor Way. This stock is to be pledged with the Reconstruction Finance Corporation as further security for existing loans.

ERIE.—Additional Bond Issue.—This company has applied to the Interstate Commerce Commission for authority to issue to its treasury \$373,000 of first consolidated mortgage bonds, Series B, as reimbursement for expenditures in connection with retiring certain securities according to its debt reduction program.

KANSAS CITY, ST. LOUIS & CHICAGO.—Trustee appointed.—Henry A. Gardner, trustee of the Alton, has been appointed trustee also of the Kansas City, St. Louis & Chicago (leased by the Alton) by Federal Judge John P. Barnes.

LOUISVILLE & NASHVILLE.—Redemption of Bonds.—This road is calling for the redemption and payment at 102 on July 1, 1943, of \$5,000,000 of its unified mortgage 3½ per cent bonds, Series A, due 1950.

NASHVILLE, CHATTANOOGA & ST. LOUIS.—Acquisition.—This road has been authorized by Division 4 of the Interstate Commerce Commission to acquire at nominal cost a 10.73-mile line from Denver, Tenn., to Camden, constructed by the Tennessee Valley Authority to be incorporated in its main line in lieu of the existing line between these points, which is to be abandoned to make way for a reservoir.

NEW YORK CENTRAL.—Equipment Trust.—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for \$5,300,000 of 2 per cent equipment trust certificates, sold at 99.279, in connection with the purchase of additional equipment, as reported in this column in the issue of May 8, page 929.

PITTSBURGH & LAKE ERIE.—Annual Report.—The 1942 annual report of this road shows a net income, after interest and other charges, of \$5,366,448, as compared with a net income of \$6,147,703, in 1941. Selected items from the income statement follow:

	1942	Increase or Decrease Compared with 1941
Average Mileage Operated	232.65	+0.58
RAILWAY OPERATING REVENUES	\$34,144,619	+\$4,100,588
Maintenance of way and structures	2,893,129	+245,186
Maintenance of equipment	9,840,845	+550,605
Transportation	9,376,564	+943,300
TOTAL OPERATING EXPENSES	23,748,039	+1,888,435
Operating ratio	69.55	-3.21
NET REVENUE FROM OPERATIONS	10,396,580	+2,212,153
Railway tax accruals	8,645,961	+3,327,754
RAILWAY OPERATING INCOME	1,750,619	-1,115,600
Equipment rents—net Cr.	5,421,770	+868,376
Joint facility rents—net Cr.	205,891	+134,488
NET RAILWAY OPERATING INCOME	7,378,279	-112,735
Total other income	330,440	-140,572
GROSS INCOME	7,708,719	-253,307
Rent for leased roads and equipment	31,359	-9,161
TOTAL FIXED CHARGES	93,394	-15,831
NET INCOME TRANSFERRED TO PROFIT AND LOSS	\$5,366,448	-\$781,254

WABASH.—Acquisition.—Division 4 of the Interstate Commerce Commission has approved this road's application for authority to acquire by cancellation of indebtedness the property of the Wabash-Hannibal Bridge Company, mainly a 2.95-

mile line including a bridge crossing the Mississippi River at Hannibal, Mo.

WESTERN MARYLAND.—Annual Report.—The 1942 annual report of this road shows a net income, after interest and other charges, of \$4,162,230, as compared with a net income of \$2,554,354, in 1941. Selected items from the income statement follow:

	1942	Increase or Decrease Compared with 1941
RAILWAY OPERATING REVENUES		
Maintenance of way and structures	\$30,639,650	+\$7,829,541
Maintenance of equipment	3,292,538	+637,916
Transportation	6,488,834	+1,321,989
	8,019,860	+2,265,164
TOTAL OPERATING EXPENSES	19,156,610	+4,371,638
NET REVENUE FROM OPERATIONS	11,483,040	+3,457,903
Railway tax accruals	4,400,799	+1,875,571

RAILWAY OPERATING INCOME	7,082,241	+1,582,332
Hire of equipment—net	402,981	-44,443
NET RAILWAY OPERATING INCOME	7,311,848	+1,516,828
Total other income	200,815	+86,688
GROSS INCOME	7,512,663	+1,603,516
Rent for leased roads	530,126
Interest on funded debt	2,593,890	-32,141
TOTAL DEDUCTIONS FROM GROSS INCOME	3,350,433	-4,361
NET INCOME	4,162,230	+1,607,876
Disposition of net income:		
Dividend on first preferred stock	1,241,947
Balance to profit and loss	\$2,920,283	\$1,607,876

UNION PACIFIC.—New Director Elected.—Joseph F. Mann, general counsel of the Union Pacific, was elected a member of the board of directors at the annual stockholders' meeting held in Salt Lake City, Utah, on May 11.

Average Prices Stocks and Bonds

	May 25	Last week	Last year
Average price of 20 representative railway stocks...	38.31	37.60	24.65
Average price of 20 representative railway bonds ..	78.42	77.90	65.89

Dividends Declared

Alabama Great Southern.—Ordinary and Preferred, both \$4.50, payable June 26 to holders of record June 1.
Atlantic Coast Line.—\$1.50, Irregular, payable June 28 to holders of record June 2.
Bangor & Aroostook.—5 Per Cent Preferred, \$2.50, payable July 1 to holders of record June 5.
Carolina, Clinchfield & Ohio.—\$1.25, quarterly, payable July 20 to holders of record July 10.
Chesapeake & Ohio.—4 Per Cent Non-Cum. Series Preference, \$1.00, quarterly; Common, 75¢, quarterly, both payable July 1 to holders of record June 8.
Chicago & Eastern Illinois.—Class A, Irregular, \$1.00, payable June 15 to holders of record May 29.
Erie.—Common and certificates of beneficial interest, 50¢, payable June 15 to holders of record June 1.
Union Pacific.—\$1.50, quarterly, payable July 1 to holders of record June 1.
Virginian.—62½¢, quarterly, payable June 24 to holders of record June 18.

THE BALTIMORE AND OHIO RAILROAD COMPANY

SUMMARY OF ANNUAL REPORT FOR THE YEAR 1942

The annual report of the President and Directors covering operations of the Company for the year 1942 is being mailed to its stockholders.

RESULTS OF OPERATIONS

The audited income account of the Company for the year 1942, as compared with 1941, is summarized as follows:

	Year 1942	Year 1941	Increase over 1941
Railway operating revenues	\$306,254,193.49	\$227,503,021.56	\$78,751,171.93
Railway operating expenses	204,241,198.76	160,918,417.51	43,322,781.25
Net railway operating revenue	\$102,012,994.73	\$66,584,604.05	\$35,428,390.68
Railway tax accruals (including Federal income taxes)	25,054,012.87	15,780,105.71	9,273,907.16
Railway operating income	\$76,958,981.86	\$50,804,498.34	\$26,154,483.52
Equipment and joint facility rents—Net Debit ..	7,400,263.88	4,507,373.81	2,892,890.07
Net railway operating income	\$69,558,717.98	\$46,297,124.53	\$23,261,593.45
Other income	8,670,683.14	8,306,748.01	363,935.13
Total income	\$78,229,401.12	\$54,603,872.54	\$23,625,528.58
Miscellaneous deductions from income	1,685,984.95	2,004,180.92	D 318,195.97
Income available for fixed and other charges	\$76,543,416.17	\$52,599,691.62	\$23,943,724.55
Fixed interest and other charges	19,863,257.08	20,141,033.67	D 277,776.59
Income available for other purposes	\$56,680,159.09	\$32,458,657.95	\$24,221,501.14
Other interest charges contingent only as to time of payment	11,356,562.50	11,366,775.00	D 10,212.50
Audited net income	\$45,323,596.59	\$21,091,882.95	\$24,231,713.64

(D) Denotes decrease.

This summary does not give effect to an appropriation for capital fund which is deductible from "Income available for other purposes" and before contingent interest charges; to the appropriation from net income for sinking fund; nor to certain adjustments to conform to the provisions of the Modification Plan of August 15, 1938, all of which are dealt with fully in the annual report.

There was a net decrease of \$11,572,108.85 in outstanding interest bearing obligations made during the year, including \$3,000,000 of Cincinnati, Hamilton & Dayton R. R. Co. General Mortgage 5% Bonds which matured June 1, 1942.

The recorded investment of the Company in property used in transportation service as of December 31, 1942, is \$1,005,867,783.46 against which depreciation has accrued in the amount of \$118,647,600.50, leaving the net recorded value \$887,220,182.96.

* * * * *

Through the medium of a conditional sale agreement three multiple-unit Diesel electric freight locomotives were acquired and placed in service during 1942 and there were also acquired and placed in service 687 new steel freight-train cars. To accommodate increased traffic 50 caboose cars were constructed at Company shops. Four locomotives, two passenger-train cars, 81 freight-train cars, and some work equipment were rebuilt and modernized at Company shops. During the same period 28 locomotives, two passenger-train cars, 173 freight-train cars and some miscellaneous equipment were retired from service because of obsolescence or other causes.

In March, 1942, the Company placed orders for early delivery of 1,000 box cars and 1,000 hopper cars, each of 50 tons capacity, but because of restrictions emanating from the War Production Board this equipment was not allotted to the Company; however, under a directive recently issued by that Board, the Company is permitted to acquire 525 composite hopper cars which are expected to be received some time in 1943.

The Directors of the Company authorized the acquisition of three multiple-unit Diesel freight locomotives and twenty-five Diesel switching locomotives, and it is now anticipated that, pursuant to orders placed with manufacturers, a number of these units will be delivered during 1943. Recently, orders were placed for twenty heavy freight locomotives which have been scheduled for delivery during the closing months of this year.

Ten Diesel switching locomotives were ordered last year for service within the Chicago switching area, six of which were delivered in 1942 and four in the early months of this year, and the acquisition of nine similar locomotives, for service in the Staten Island area of New York City, has been authorized.

* * * * *

Railway tax accruals, an uncontrollable item of expense, for the year 1942 aggregated \$25,054,012.87, an increase over 1941 of \$9,273,907.16, or 58.77%, of which \$18,065,239.16 is for Federal income, pay roll and capital stock taxes, and the remainder, or \$6,988,773.71, for state and local taxes. Taxes for the year absorbed 24.56 cents out of each dollar of net operating revenue and were equivalent to \$4.00 and \$8.85 per share respectively on Company's preferred and common stock outstanding, on which no dividends were paid and, together with miscellaneous tax accruals, were equivalent to \$463.51 per employee.

R. B. WHITE, President.

Railway Officers

EXECUTIVE

Thomas G. Kees, eastern traffic manager of the Chicago Great Western at New York, has been promoted to assistant to the vice-president, with headquarters at Chicago, a newly-created position.

Following a recent reorganization of the Fort Dodge, Des Moines & Southern, the following men have been elected officers: **C. H. Crooks**, president and general manager; **Walter R. Dyer**, vice-president and general counsel; **Carl A. Dixon**, vice-president and secretary; **Frank M. Johnston**, vice-president and treasurer, and **Ira A. Swander**, assistant treasurer. The road's offices are at Boone, Iowa.

W. G. Vollmer, whose promotion to senior vice-president of the Missouri Pacific, with headquarters as before at St. Louis, Mo., was reported in the *Railway Age* of May 22, was born at Cincinnati,



W. G. Vollmer

Ohio, on July 30, 1886, and entered railway service in 1902 as a stenographer of the Pennsylvania at Cincinnati. In 1903 he became a stenographer of the Baltimore & Ohio, subsequently serving as division accountant. Later he served in various capacities on the Chicago, Rock Island & Pacific, and from 1905 to 1917 he held various positions in the passenger traffic, maintenance, engineering and operating departments of the Missouri Pacific. On May 1, 1917, Mr. Vollmer was promoted to assistant to the president, with headquarters at St. Louis, Mo., and in July, 1918, he was appointed assistant regional director, Southwestern region, of the U. S. Railroad Administration. On March 1, 1920, he returned to the Missouri Pacific as assistant to the president, and on July 1, 1933, he was promoted to executive assistant, holding that position until his new appointment, effective May 15.

OPERATING

C. P. Cahill, formerly with the Union Pacific, has been appointed assistant to the

general manager of the Chicago, Rock Island & Pacific, with headquarters at Kansas City, Mo.

George J. Johler, clerk of the telegraph office of the Chicago, Rock Island & Pacific, has been promoted to assistant superintendent of telegraph, with headquarters as before at Chicago, a newly-created position.

A. L. Springfield, terminal trainmaster-agent of the Southern Pacific at Corsicana, Tex., has been appointed trainmaster of the Dallas-Austin division, with headquarters at Ennis, Tex.

R. J. Breton, acting superintendent of the San Francisco Terminal Division of the Atchison, Topeka & Santa Fe, has been promoted to superintendent, with headquarters as before at San Francisco, Cal.

J. N. Malvin has been appointed trainmaster of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Minneapolis, Minn., succeeding **S. F. Philpot**, who has been granted leave of absence to serve with the Office of Defense Transportation.

William G. White, trainmaster of the Buffalo division of the Delaware, Lackawanna & Western, has been promoted to superintendent at Buffalo, N. Y., succeeding **J. H. Lerbs**, who has been appointed freight trainmaster at Bangor, Pa., succeeding **L. H. Blanck**, who has been appointed trainmaster at Buffalo.

Kenneth K. Stokes, superintendent of refrigeration of the Chicago, Rock Island & Pacific, has been promoted to acting superintendent of transportation, with headquarters as before at Chicago, succeeding **James R. Pickering**, whose death on May 13 is reported elsewhere in these columns.

H. Schluderberg, assistant superintendent, dining car and commissary department, of the Baltimore & Ohio, has been appointed superintendent, dining car and commissary department, with headquarters as before at Baltimore, Md. **J. B. Martin** has been appointed assistant superintendent, dining car and commissary department, at Baltimore, succeeding Mr. Schluderberg.

H. M. Strong has been appointed trainmaster of the Virginian, with headquarters at Mullens, W. Va., and with jurisdiction over the Cub Creek, Glen Rogers, Guyandotte River, Morri, Stone Coal, and Winding Gulf branches and the Elmore-Mullens terminal, and other short branches connected with these branch lines. **W. C. Wilson**, assistant trainmaster at Mullens has been assigned to the same territory as Mr. Strong, and his jurisdiction over other parts of the New River division has been discontinued. **D. F. Savage**, also trainmaster at Mullens, will have jurisdiction over the main line from Roanoke, Va., to D. B. Tower, W. Va., including the Beards Fork, Shockley and White Oak branches, and excluding the Elmore-Mullens terminal and the

branch line territory now assigned to Mr. Strong and Mr. Wilson.

FINANCIAL, LEGAL AND ACCOUNTING

Francis J. Melia, assistant general attorney of the Union Pacific, has been promoted to general attorney, with head-



Francis J. Melia

quarters as before at Omaha, Neb., a newly-created position. **Charles F. Bongardt** has been appointed assistant general attorney, succeeding Mr. Melia. Mr. Melia entered railroad service in 1917 as a clerk of the dining car and hotel department of the Union Pacific. In the same year he became an office boy in the office of the president. Later he was promoted to secretary and while serving in that capacity he studied law, passing his bar examination in 1934. In 1936 Mr. Melia entered the legal department and five years later he was appointed to the position which he held at the time of his new promotion.

H. J. Ward, whose appointment as deputy comptroller of the Pennsylvania, with headquarters at Philadelphia, Pa.,



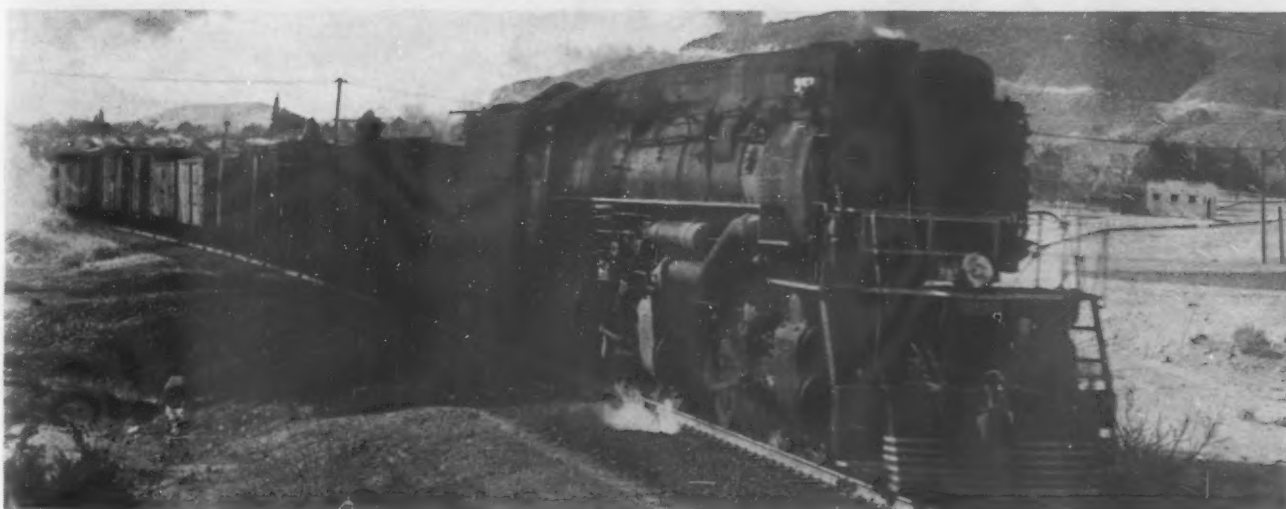
H. J. Ward

was announced in the *Railway Age* of May 22, was born in 1901, at Philadelphia, and entered railroad service as a junior clerk in the office of the auditor of freight traffic in 1918. He was appointed traveling auditor in 1935, chief clerk to the

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The tremendous importance of the West Coast in all phases of the war effort has placed a staggering load on its transportation system. A major part of the burden falls on the Southern Pacific Lines. A progressive motive power policy, however, has made it possible for the Southern Pacific to keep abreast even of these demands—the greatest in its long history.

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vice-president and comptroller in 1937, and chief accountant in 1940, advancing to assistant to comptroller later in the same year. Mr. Ward became assistant comptroller in 1942 and remained in that position until his recent appointment as deputy comptroller. While performing his duties with the railroad, Mr. Ward, attended the Evening School of Accounts and Finance of the University of Pennsylvania and was graduated in 1931.

George P. Orlady has been appointed assistant general solicitor of the Chesapeake & Ohio, and the New York, Chicago & St. Louis, with headquarters at Cleveland, Ohio.

I. La Belle, chief clerk in the office of the auditor of disbursements of the Minneapolis, St. Paul & Sault Ste. Marie, has been appointed assistant auditor of disbursements at Minneapolis, Minn., with jurisdiction over all sections of the disbursements department.

K. Shealy, in addition to his office as treasurer and assistant secretary of the Atlanta & St. Andrews Bay, has been appointed comptroller, with headquarters as before at Dothan, Ala. **J. F. Bliss**, assistant auditor, has been appointed auditor, with headquarters as before at Dothan, succeeding Mr. Shealy.

H. F. McCarthy, assistant to the general auditor of the Denver & Rio Grande Western, has been promoted to assistant general auditor, with headquarters as before at Denver, Colo. **G. L. White**, traveling accountant, has been advanced to assistant to the general auditor, succeeding Mr. McCarthy. **J. L. Pearce**, chief clerk to the general auditor at Denver, has been promoted to auditor of disbursements, with headquarters at Denver, a newly-created position. **Frank O. Divisek**, clerk of the claim department, has been advanced to assistant chief claim agent at Denver.

TRAFFIC

C. F. Lauer has been appointed executive general agent of the Southern, with headquarters at Jacksonville, Fla.

Arthur S. Pond, division freight agent of the Chicago, Rock Island & Pacific, has been promoted to assistant general freight agent, with headquarters as before at Omaha, Neb., a newly-created position.

E. D. Morrison, general agent, freight department, of the Denver & Rio Grande Western, has been promoted to general agent, freight and passenger department, with headquarters as before at Colorado Springs, Colo., a newly-created position.

J. R. Dryer, dairy freight agent of the Baltimore & Ohio at Chicago, has been promoted to division freight agent, with headquarters at Springfield, Ill., succeeding **E. H. Yarke**, who has been appointed division freight agent of the Alton at Springfield, Ill.

E. T. Parks, assistant general freight agent of the Chicago, Burlington &

Quincy at Omaha, Neb., has been promoted to general freight agent in charge of the rate and tariff departments with headquarters at Chicago, a newly-created position. **W. F. Radell**, assistant general freight agent at Chicago, has been transferred to Omaha, succeeding Mr. Parks.

Charles Zadnichek, traveling agent of the Chicago & North Western at Houston, Tex., has been promoted to acting general agent, with headquarters at Dallas, Tex., succeeding **M. D. Spaulding**, who has been transferred to St. Louis, Mo. **Harry L. Hammill**, general agent at St. Louis, has been granted leave of absence to serve as assistant director of the railway transport division of the Office of Defense Transportation.

James L. Carr, whose appointment as general western freight agent of the New York, Ontario & Western, with headquarters at San Francisco, Cal., was announced in the *Railway Age* of May 22, was born on January 13, 1905, at Waltham, Mass. Mr. Carr, who was graduated from La Salle High School in 1921, and attended Suffolk Law school, Bos-



Charlotte Crosby

James L. Carr

ton, Mass., entered railroad service in 1924 as chief clerk of the Western Maryland at Boston, and in 1925, became chief clerk of the New York, Chicago & St. Louis at Boston. He became associated with the New York, Ontario & Western on July 16, 1929, when he was engaged as commercial agent at Boston, and in January, 1936, he was appointed general agent. On December 1, 1938, Mr. Carr was appointed perishable freight agent at San Francisco, Cal., and on October 15, 1939, he became general west coast agent with the same headquarters, the position he was holding at the time of his recent promotion to general western freight agent at San Francisco.

W. W. Finley, Jr., whose appointment as assistant general traffic manager of the Pennsylvania at Philadelphia, Pa., was announced in the *Railway Age* of May 22, was born on August 11, 1888, at Dallas, Tex., and completed his education at the Wharton School of the University of Pennsylvania. Mr. Finley entered railroad service in 1910 as a freight clerk of the Pennsylvania at Washington, D. C., and

after acquiring traffic experience at various points, he was appointed district freight solicitor at Atlanta, Ga., in March, 1916. He served as district representative at Philadelphia from January, to April, 1918, when he went into the service of the United States government. In November, 1918, he returned to the position of district



W. W. Finley, Jr.

representative at Philadelphia, and in March, 1920, he became chief clerk to the traffic manager at Pittsburgh. In January, 1922, he was appointed division freight and passenger agent at Chambersburg, Pa., and in January, 1924, became general southeastern freight agent at Atlanta, Ga. In 1927 he was appointed general freight agent at Cincinnati, Ohio, being transferred to Philadelphia in 1930. Mr. Finley was appointed freight traffic manager at New York in 1937, and remained in that capacity until his recent promotion.

Thomas D. Moss, whose promotion to assistant passenger traffic manager of the Missouri Pacific, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of May 8, was born at Holly Springs,

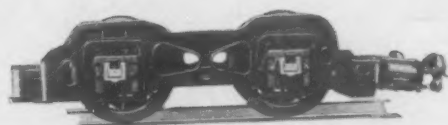


Thomas D. Moss

Miss., on September 12, 1889, and entered railway service in 1910 as a telegraph operator of the Mississippi division of the Illinois Central. In June, 1913, he became a ticket agent of the St. Louis-San Francisco (Frisco) at Tupelo, Miss., later being transferred to Birmingham, Ala. On March 1, 1917, Mr. Moss was appointed

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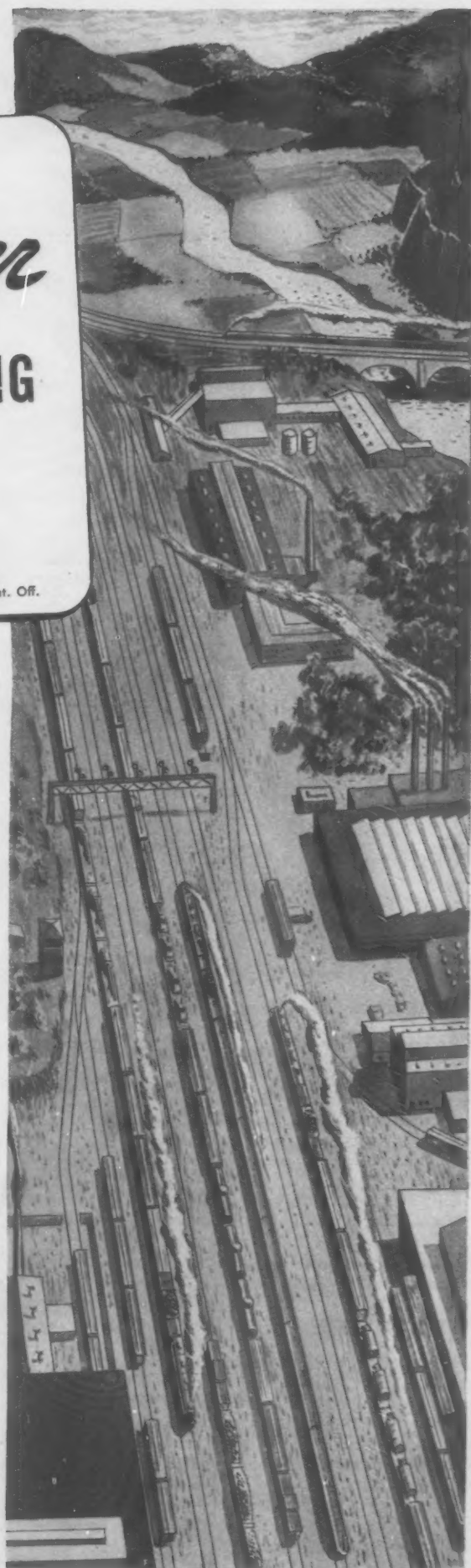
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traveling passenger agent of the Missouri Pacific, with headquarters at Cincinnati, Ohio, subsequently serving as division agent and general agent, passenger department, at various points on the road. In October, 1937, he was promoted to assistant general passenger agent at Memphis, Tenn., and in March, 1936, he was transferred to Little Rock, Ark., remaining in that location until his new appointment, effective May 1.

William McL. Pomeroy, whose promotion to general traffic manager of the Pennsylvania, with headquarters at Philadelphia, Pa., was announced in the *Railway Age* of May 22, was born on March 7, 1887, at Chambersburg, Pa., where he received a preparatory school education. He was graduated from Princeton University in 1908 and entered the service of the Pennsylvania in March, 1909, at North Philadelphia, Pa., where he served in various clerical positions in the freight traffic department. In October, 1911, he was appointed freight solicitor at Buffalo, N. Y., then serving successively until August, 1917, as freight solicitor at New Haven, Conn., chief clerk to the division freight



William McL. Pomeroy

agent at Erie, Pa., agent for the Empire Line (now Pennsylvania) at Philadelphia, and freight solicitor on the Union Line (now Pennsylvania), at Harrisburg, Pa. On the latter date he was furloughed by the Pennsylvania to serve as a captain in the Ordnance department of the United States Army, serving six months with the A.E.F. in France. He resumed his railroad work on March 1, 1919, as representative in the freight traffic department of the Pennsylvania at Philadelphia, later being appointed special agent, United States Railroad Administration. When the railroads were returned to private ownership in March, 1920, Mr. Pomeroy returned to the Pennsylvania and in October, 1921, he was appointed assistant industrial agent for the Eastern region. He was sent to Pittsburgh, Pa., in January, 1922, as chief clerk to the traffic manager of the Central region and in July, 1922, he was appointed division freight agent at Buffalo, N. Y. In 1925 he was promoted to the position of assistant general freight agent at Pittsburgh, and in 1927 he became general freight agent at that point,

being transferred to Philadelphia in April, 1929. In January, 1931, he was appointed freight traffic manager with headquarters at Pittsburgh, and in June, 1932, he became general freight agent at the same point. Mr. Pomeroy was advanced to the position of assistant to the general traffic manager at Philadelphia in February, 1934, and in 1940 he was promoted to assistant general traffic manager at Philadelphia, the position he held at the time of his recent promotion.

B. L. Eastman, assistant general freight agent of the Missouri Pacific at Kansas City, Mo., has been advanced to general freight agent, with headquarters at St. Louis, Mo., succeeding **C. L. Butler**, whose promotion to traffic assistant, research bureau, is reported elsewhere in these columns. **J. J. Burke** has been appointed assistant general freight agent at Kansas City, succeeding Mr. Eastman.

George O. Hultgren, district freight agent of the Pennsylvania, has been promoted to special representative, with headquarters as before at South Bend, Ind. **Theodore W. Hoke**, district freight agent at Cincinnati, Ohio, has been transferred to South Bend, succeeding Mr. Hultgren, and **Joseph A. Sladen**, district freight agent at Elmira, N. Y., has been transferred to Cincinnati, replacing Mr. Hoke. **William J. Baar**, district freight agent at Richmond, Ind., has been advanced to special representative with the same headquarters. **James A. Flood**, district freight agent at St. Louis, Mo., has been transferred to Richmond, succeeding Mr. Baar, and **William S. Wilson**, district freight agent at Rochester, N. Y., has been transferred to St. Louis, replacing Mr. Flood.

Raymond J. Wood, whose appointment as freight traffic manager of the Pennsylvania at New York was reported in the *Railway Age* of May 22, was born on January 26, 1892, at Pittsburgh, Pa., and entered the service of the Pennsylvania on January 1, 1907, as a messenger boy in



Raymond J. Wood

the telegraph office at Pittsburgh. Four months later he was transferred to the general freight office. He was subsequently promoted through various clerical positions, and on June 1, 1924, he was appointed district freight representative in

the freight traffic department at Chicago. On July 1, 1925, he was advanced to division freight agent at Toledo, Ohio, and on September 1, 1929, he was transferred to Cleveland, Ohio. Mr. Wood was promoted to general freight agent, at Chicago, in March, 1934, and in October, 1938, he became western freight traffic manager, also with headquarters at Chicago, the position he held at the time of his recent appointment.

ENGINEERING AND SIGNALING

R. E. Peck has been appointed bridge engineer of the Gulf, Mobile & Ohio, with headquarters at Mobile, Ala.

R. O. Irwin, assistant to the chief engineer of the Denver & Rio Grande Western, has been appointed supervisor of terminals, with headquarters as before at Denver, Colo.

Maurice B. Clark, whose promotion to assistant chief engineer of the Coast Lines of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal., was re-



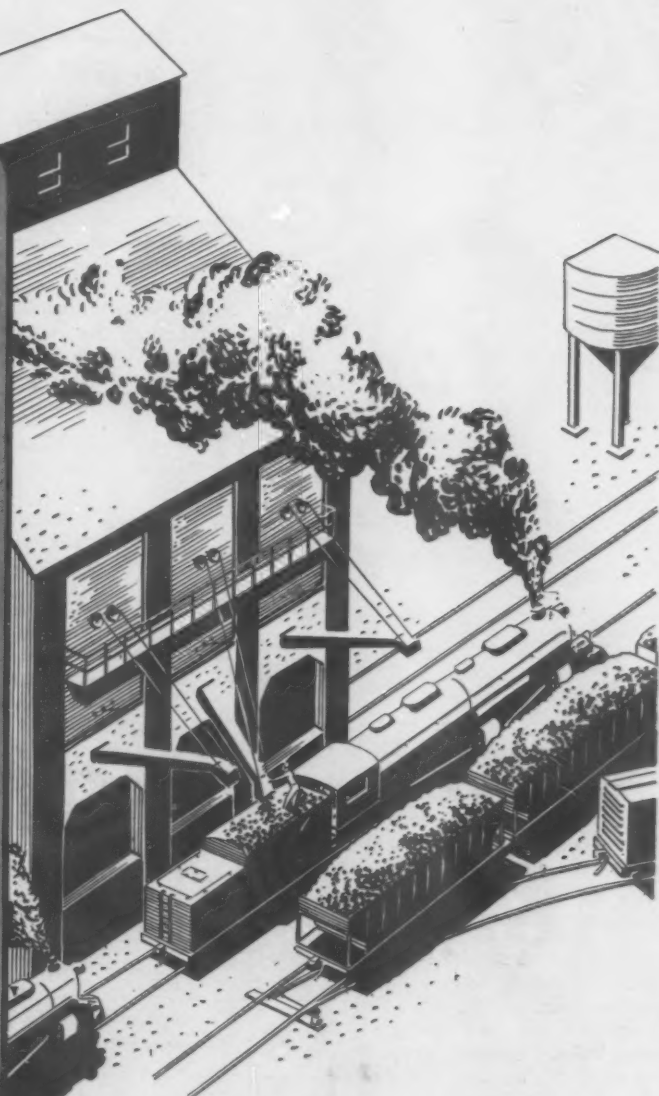
Maurice B. Clark

ported in the *Railway Age* of May 8, was born at Cleveland, Ohio, on July 27, 1885, and graduated from Princeton University in 1908. He entered railway service in 1910 as a rodman of the Santa Fe, subsequently serving as transitman, instrumentman and assistant engineer. In 1915 Mr. Clark was pilot on federal valuation work on the Santa Fe lines, and in 1917 he was advanced to resident engineer in charge of second line construction from Goffs, Cal., to Bagdad. In the same year he was promoted to division engineer at Needles, Cal., and four years later he was transferred to San Bernardino, Cal. On February 1, 1941, Mr. Clark was advanced to the position he held at the time of his new appointment, effective May 1.

Roy E. Chambers, whose promotion to district engineer of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal., was reported in the *Railway Age* of May 8, was born at Clayton, Ill., in 1888, and graduated from Purdue University in civil engineering in 1909. He entered railway service in 1909 as a tran-

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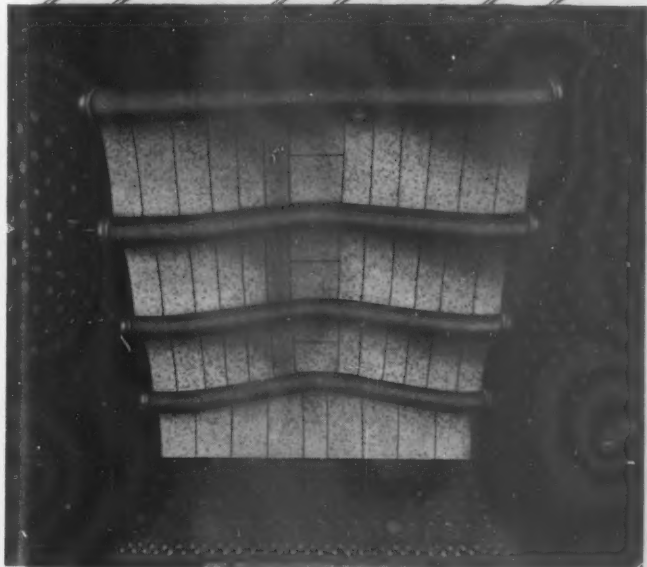
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sitman of the Pennsylvania at Indianapolis, Ind., and in January, 1912, he became a transit man of the Santa Fe, subsequently serving as draftsman, office engineer and superintendent of bridges and buildings. After serving in the Army during World War I, Mr. Chambers returned to the



Roy E. Chambers

Santa Fe in 1919 as office engineer at Prescott, Ariz., and in 1921 he was appointed assistant division engineer at Winslow, Ariz. In April, 1929, he was promoted to division engineer, with headquarters at Needles, Cal., and in 1942 he was transferred to San Bernardino, Cal., remaining in that location until his new appointment, effective May 1.

J. J. Kasnitz, who has been connected with the engineering department of the Pennsylvania and the Long Island at New York for the past 15 years, has been commissioned a captain in the United States Army, and is awaiting a call to active duty with the 730th Battalion. The 730th Battalion is an operating unit, composed of Pennsylvania and Long Island railroad officers and is scheduled to operate railroads in combat service overseas.

MECHANICAL

F. C. Ruskaup has been appointed assistant to general superintendent of motive power of the New York Central, with headquarters at New York.

N. C. Ward has been appointed master mechanic of the Tallulah Falls with headquarters at Cornelia, Ga., succeeding **B. O. Yearwood**, who has resigned.

Dumont Love, superintendent of air brakes of the Florida East Coast, has been appointed general mechanical inspector at St. Augustine, Fla. Born in Shenandoah, Iowa, Mr. Love entered the service of the Florida East Coast as a locomotive engineer in 1912, and served subsequently as road foreman of engines before becoming superintendent of air brakes at St. Augustine, the position he was holding at the time of his recent appointment.

T. L. Nichols, master mechanic of the Atlanta & Saint Andrews Bay, has been appointed superintendent of motive power, with headquarters as before at Panama

City, Fla., and **C. S. Bridges** has been appointed master mechanic at Panama City.

SPECIAL

C. L. Butler, general freight agent of the Missouri Pacific, has been promoted to traffic assistant, research bureau, with headquarters as before at St. Louis, Mo., a newly-created position.

J. R. Kimpton, superintendent of the Laurentian division of the Canadian Pacific, has been appointed assistant manager of the department of personnel, with headquarters as before at Montreal, Que.

Joseph M. Kelly, traffic representative of the St. Louis-San Francisco (Frisco) has been promoted to traffic manager of the Frisco Transportation Company (a subsidiary of the Frisco), with headquarters at Springfield, Mo.

J. C. Legg, chief clerk to the vice-president and general manager of the Railway Express Agency, has been promoted to superintendent of the Missouri division, with headquarters as before at St. Louis, Mo., succeeding **E. H. Goodrich**, who has been appointed city superintendent at St. Louis. **R. R. Ripley**, city superintendent at St. Louis, has been transferred to Los Angeles, Cal., replacing **W. W. Argabrite**, who has been appointed superintendent of organization at San Francisco, Cal. **John J. Dowling**, general manager at Omaha, Neb., has been transferred to Los Angeles, succeeding **B. L. Crawford** who has been transferred to San Francisco. **L. P. Bergman**, general manager at San Francisco, has been transferred to Omaha, succeeding Mr. Dowling.

OBITUARY

Burton E. Kearney, assistant general freight agent of the Chicago & North Western, with headquarters at Chicago, died on May 21 at New York.

E. E. Hunter, assistant general freight agent of the Seaboard Air Line at Wilmington, N. C., died at that city on May 17.

L. E. Caldwell, superintendent of the McCook division of the Chicago, Burlington & Quincy, whose death on May 4 was reported in the *Railway Age* on May 22, was born on August 8, 1881, and entered railway service on October 15, 1900, as a clerk of the Burlington at Lincoln, Neb. From 1901 to 1913 he served as timekeeper and chief clerk at Wymore, Neb., and Havelock, and in the latter year he was promoted to statistician of the Nebraska district. In 1914 Mr. Caldwell was advanced to chief clerk to the superintendent at Wymore, and in 1917 he was appointed chief clerk to the assistant general manager, with headquarters at Omaha, Neb. In 1922 he was advanced to trainmaster at Lincoln, and three years later he was promoted to transportation assistant, with headquarters at Omaha. In April, 1927, Mr. Caldwell was advanced to division superintendent at Omaha, and in

December, 1931, he was transferred to McCook, remaining in that location until his death.

E. L. Taylor, who retired as industrial commissioner of the New York, New Haven & Hartford in 1931, died on May 17, at Camden, Me., at the age of 63.

John L. Downs, who retired in 1940 as superintendent of the Illinois division of the Illinois Central, died at Champaign, Ill., on May 17.

B. F. Hoehn, who retired in 1937 as assistant superintendent of the Chicago, Milwaukee, St. Paul & Pacific at Wausau, Wis., died at Milwaukee, Wis., on April 4.

Thomas Duncan Hobart, who retired as general coal freight agent of the Norfolk & Western on April 30, 1925, died on March 30 at his home in Roanoke, Va., at the age of 87.

Albert P. Chapman, Jr., who retired in 1926 as general passenger agent of the Chicago, Milwaukee & St. Paul (now the Chicago, Milwaukee, St. Paul & Pacific), at Tacoma, Wash., died at his home in that city on May 6.

James R. Pickering, superintendent of transportation of the Chicago, Rock Island & Pacific, with headquarters at Chicago, died at his home in that city on May 13. Mr. Pickering was born at St. Joseph, Mo., on January 3, 1875, and entered railway service in 1890 as a messenger of the Wabash at Kansas City, Mo. Later he served as a clerk of the Chicago & Alton (now the Alton), and as ticket agent and chief clerk in the superintendent's and auditor's offices of the Kansas City Southern. In 1906 Mr. Pickering became traveling car accountant of the Rock Island, and one year later he was advanced to chief freight car distributor. In 1912 he was advanced to acting superintendent of car service, with headquarters at Chicago, and in 1913 he was promoted to the position he held at the time of his death.

THE LONG ISLAND now employs more than 300 women in jobs formerly handled by men. These include trainmen, block tower operators, machinist's helpers, engine wipers, coach cleaners and crossing watchmen. At the Holban freight yard, near Jamaica, N. Y., two women are now employed in the yardmaster's office, replacing men as crew dispatchers. Their task is to assign enginemen, firemen, conductors and brakemen to freight trains. Women trainmen were put on regular passenger trains several weeks ago.

"GALLOPING GOOSE"—This is the name given to a one-car combination of engine-baggage-express-mail-and-coach, covering all local stops between Moose Jaw, Sask., and Regina on the Canadian Pacific daily, making the 41.64 miles in 55 min. This gas-electric unit was put on this frequent-stop run because its light weight and ready acceleration enable it to make up time lost between station stops and it provides efficiently a local service where it would not pay to operate heavy trains.

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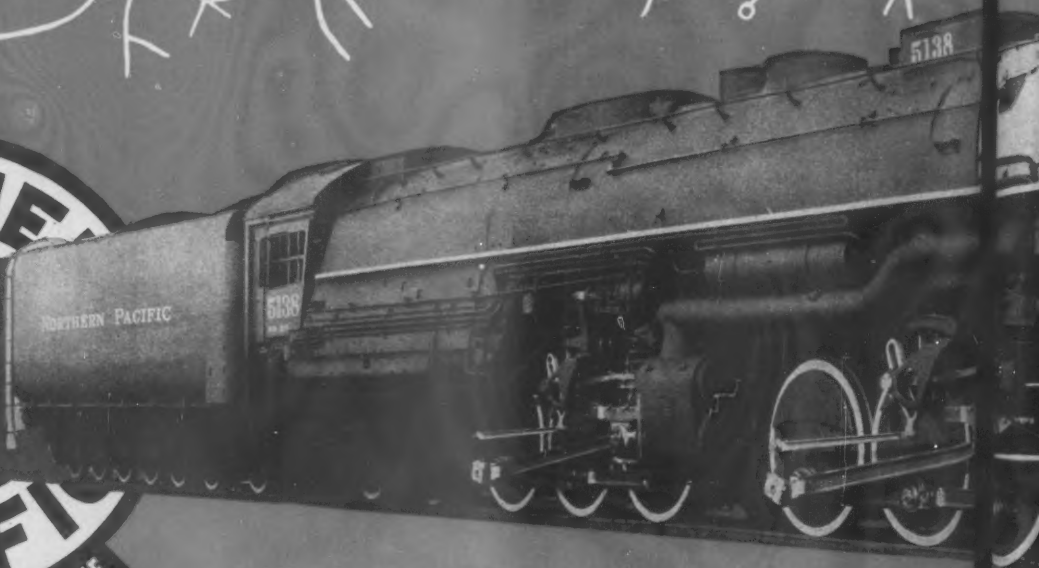
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THE SUPERHEATER COMPANY, LTD.

Freight Operating Statistics of Large Steam Railways—Selected

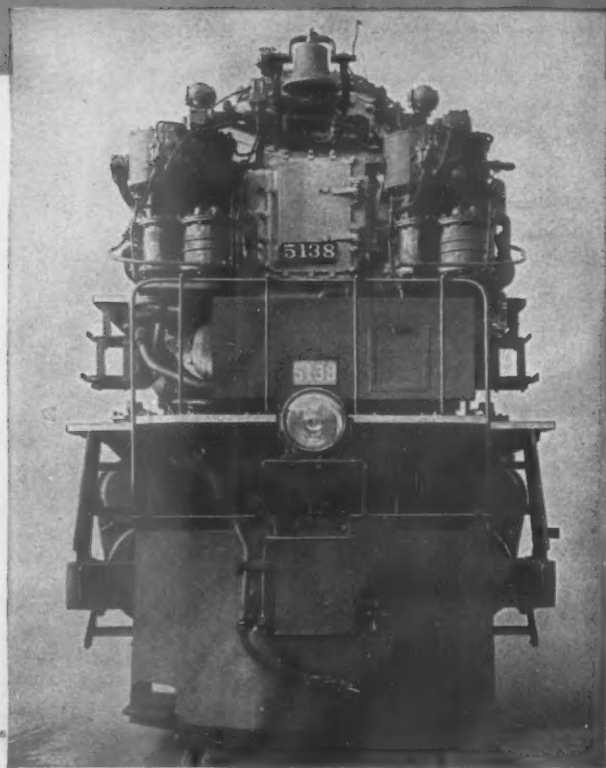
Region, road, and year	Miles of road operated	Train-miles	Locomotive-miles		Car-miles		Ton-miles (thousands)		Road locos. on line					
			Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net-rev. and non-rev.	Serviceable		B. O.	Per cent B. O.		
									Unstored	Stored				
New England Region:														
Boston and Albany	1943	362	188,007	237,606	55,149	4,865	60.8	344,127	151,829	79	..	15	16.0	
.....	1942	362	218,511	247,992	27,439	5,344	60.8	352,712	141,512	71	..	12	14.5	
Boston & Maine	1943	1,812	463,247	560,074	61,525	15,138	63.0	1,055,731	470,189	163	..	19	10.4	
.....	1942	1,853	424,937	497,225	51,888	15,427	64.4	986,876	402,863	153	2	21	11.9	
N. Y., New H. & Hartf.†.....	1943	1,816	570,287	723,197	61,245	20,545	65.2	1,338,583	588,555	237	7	32	17.4	
.....	1942	1,816	523,654	670,391	60,367	19,782	66.8	1,161,900	478,676	222	..	41	16.8	
Great Lakes Region:														
Delaware & Hudson	1943	848	376,725	469,130	48,132	14,272	63.4	1,066,177	561,066	157	26	38	17.2	
.....	1942	849	387,917	487,261	54,622	14,670	62.4	1,045,490	512,321	157	12	61	26.5	
Del., Lack. & Western.....	1943	982	392,266	479,044	86,662	16,922	67.8	1,146,558	554,032	162	5	26	13.5	
.....	1942	982	390,023	448,401	62,604	15,403	69.0	966,379	429,839	131	30	36	18.3	
Erie	1943	2,242	1,153,955	1,261,493	93,193	51,018	65.0	3,454,288	1,580,705	324	2	78	19.9	
.....	1942	2,251	900,917	954,558	57,073	40,639	66.7	2,563,652	1,082,806	311	18	81	19.8	
Grand Trunk Western.....	1943	1,026	291,156	300,527	3,209	8,288	63.9	560,295	249,060	70	1	14	16.5	
.....	1942	1,026	266,783	271,915	1,938	8,300	65.5	516,046	203,679	63	2	20	23.5	
Lehigh Valley	1943	1,248	477,060	524,140	72,174	19,813	62.8	1,415,661	684,404	142	..	15	9.6	
.....	1942	1,251	442,380	480,056	69,933	17,369	65.2	1,167,170	537,288	136	3	40	22.3	
New York Central.....	1943	10,365	3,979,028	4,310,351	266,932	144,962	60.0	10,659,995	4,979,876	1,196	2	212	15.0	
.....	1942	10,494	3,701,336	3,992,826	246,469	132,643	60.2	9,292,489	4,100,018	1,130	59	204	14.6	
New York, Chi. & St. L.....	1943	1,657	918,439	936,817	13,055	33,625	65.6	2,299,827	1,078,613	165	..	16	8.8	
.....	1942	1,657	836,908	847,349	11,129	29,993	63.8	1,957,806	828,072	160	..	12	7.0	
Pere Marquette	1943	1,998	499,349	515,608	15,414	14,805	63.5	1,042,747	494,124	141	..	23	14.0	
.....	1942	2,021	403,745	413,764	8,066	11,606	65.0	766,911	334,280	143	..	22	13.3	
Pitts. & Lake Erie.....	1943	233	100,492	106,324	102	4,362	60.9	390,284	227,834	47	1	8	14.3	
.....	1942	232	105,252	108,673	..	4,224	60.8	363,846	206,170	44	..	14	24.1	
Wabash	1943	2,381	800,890	831,858	18,961	28,282	68.3	1,886,478	884,222	182	6	35	15.7	
.....	1942	2,382	696,614	718,244	14,546	24,022	67.6	1,490,261	614,845	158	29	65	25.8	
Central Eastern Region:														
Baltimore & Ohio.....	1943	6,116	2,561,422	3,171,203	352,154	84,065	62.7	6,083,600	2,988,409	934	..	197	17.4	
.....	1942	6,238	2,368,425	2,942,673	333,726	78,404	62.8	5,508,255	2,575,989	938	21	194	16.8	
Central of New Jersey†.....	1943	657	278,660	323,366	64,164	8,977	63.4	674,393	350,435	131	2	21	13.6	
.....	1942	661	253,053	287,885	57,434	8,011	60.6	580,861	286,449	108	17	25	16.7	
Chicago & Eastern Ill.....	1943	912	283,191	290,576	7,356	7,950	57.2	585,646	259,224	71	..	8	10.1	
.....	1942	925	189,421	190,296	3,436	4,984	66.5	319,399	143,322	54	..	13	19.9	
Elgin, Joliet & Eastern.....	1943	392	153,483	156,304	2,664	3,952	62.7	318,117	170,794	71	..	5	6.6	
.....	1942	392	154,607	156,687	1,328	4,180	61.2	325,376	165,427	69	..	10	12.7	
Long Island	1943	374	38,238	40,017	20,853	409	54.0	31,963	13,614	43	..	5	10.4	
.....	1942	374	32,533	34,036	22,419	361	54.0	26,930	10,612	46	..	6	11.5	
Pennsylvania System.....	1943	9,940	4,878,593	5,739,172	781,802	179,196	61.0	13,030,227	6,251,372	1,940	..	176	8.6	
.....	1942	9,952	4,609,132	5,462,574	677,656	169,698	60.5	11,947,540	5,368,531	1,958	9	164	7.7	
Reading	1943	1,419	661,457	736,353	92,126	21,026	61.8	1,659,429	892,889	286	5	37	11.3	
.....	1942	1,429	616,491	686,363	84,223	19,406	62.3	1,426,411	720,996	258	21	49	14.9	
Pocahontas Region:														
Chesapeake & Ohio.....	1943	3,034	1,179,095	1,274,660	60,798	51,300	55.8	4,476,949	2,514,013	437	1	75	14.6	
.....	1942	3,053	983,211	1,041,099	44,084	43,550	57.2	3,647,535	1,995,944	413	18	78	15.3	
Norfolk & Western.....	1943	2,134	888,957	974,678	77,108	38,167	56.8	3,417,550	1,872,212	313	8	23	6.7	
.....	1942	2,159	775,440	817,382	48,995	34,211	58.5	2,909,478	1,559,109	300	9	21	6.4	
Southern Region:														
Atlantic Coast Line.....	1943	4,970	1,206,066	1,235,424	16,622	31,565	58.1	2,234,490	944,399	361	1	26	6.7	
.....	1942	4,983	1,029,058	1,043,215	14,476	25,938	60.3	1,650,291	631,171	323	..	28	8.8	
Central of Georgia†.....	1943	1,783	347,977	356,544	5,905	8,312	70.3	546,201	255,084	107	..	10	8.5	
.....	1942	1,783	303,024	306,201	4,863	6,864	72.4	410,056	176,812	109	..	11	9.2	
Gulf, Mobile & Ohio.....	1943	1,962	414,282	531,490	8,638	14,016	69.8	940,342	461,856	112	..	11	8.9	
.....	1942	1,959	287,502	346,580	4,595	9,653	72.6	576,237	262,125	95	5	10	9.1	
Illinois Central (incl. Yazoo & Miss. Vv.).....	1943	6,349	1,892,633	1,917,143	37,753	66,864	62.3	4,821,505	2,291,208	614	1	85	12.1	
.....	1942	6,500	1,805,567	1,816,175	31,787	59,783	61.4	4,113,193	1,819,874	600	11	88	12.6	
Louisville & Nashville.....	1943	4,736	1,664,969	1,820,565	47,371	40,012	61.2	2,994,884	1,525,578	433	2	41	8.6	
.....	1942	4,789	1,502,925	1,616,004	42,064	36,648	61.8	2,596,104	1,260,986	402	7	57	12.2	
Seaboard Air Line*	1943	4,171	1,067,937	1,178,094	12,396	27,530	64.8	1,917,831	859,708	310	..	28	8.3	
.....	1942	4,293	936,592	985,024	8,684	23,977	66.2	1,521,412	634,161	271	1	35	11.4	
Southern	1943	6,478	2,137,521	2,181,624	31,667	46,299	68.0	3,037,391	1,410,260	595	..	81	12.0	
.....	1942	6,469	1,985,064	2,022,332	31,789	44,895	66.7	2,777,498	1,211,377	567	..	100	15.0	
Northwestern Region:														
Chi. & North Western†.....	1943	8,098	1,050,960	1,093,967	25,705	30,200	65.1	2,116,173	951,300	382	26	88	17.7	
.....	1942	8,262	1,010,212	1,043,952	22,937	31,786	65.1	2,044,197	842,329	344	33	168	30.8	
Chicago Great Western.....	1943	1,447	309,495	315,318	8,464	9,151	68.3	626,694	287,195	74	..	11	12.9	
.....	1942	1,447	292,073	297,870	4,328	8,926	64.7	570,451	224,269	69	..	16	18.8	
Chi., Milw., St. P. & Pac.†.....	1943	10,783	1,592,361	1,688,746	80,869	47,299	67.1	3,282,967	1,591,675	525	28	61	9.9	
.....	1942	10,813	1,460,431	1,525,567	62,446	46,123	64.4	3,083,106	1,366,955	475	60	93	14.8	
Chi., St. P., Minneap. & Om.....	1943	1,618	219,241	236,420	12,410	5,342	70.7	359,683	169,150	102	23	6	4.6	
.....	1942	1,618	235,126	248,273	11,523	5,751	65.4	376,565	160,189	103	10	15	11.7	
Duluth, Missabe & I. R.....	1943	546	28,634	28,830	1,798	456	62.4	29,331	14,244	28	29	19	25.0	
.....	1942	543	42,688	43,103	1,166	1,465	52.3	117,130	65,512	74	1	8	9.6	
Great Northern	1943	8,022	1,186,752	1,185,412	43,308	41,569	70.9	2,796,375	1,337,431	411	11	67	13.7	
.....	1942	7,982	1,110,529	1,107,751	33,775	39,125	64.0	2,698,739	1,182,848	388	31	77	15.5	
Min., St. P. & S. St. M.†.....	1943	4,258	466,080	478,189	8,768	11,327	66.6	771,758	369,417	132	3	6	4.3	
.....	1942	4,258	467,540	476,128	8,425	11,910	63.2	785,137	340,384	140	..	5	3.4	
Northern Pacific	1943	6,571	944,859	1,010,871	77,032	33,025	74.8	2,242,990	1,173,655	385	5	58	12.9	
.....	1942	6,593	892,263	949,765	68,345	33,423	66.7	2,						

READY FOR THE **BIG** ON THE



Locomotive Characteristics

Weight on Drivers	440,000 Lb.
Weight of Engine	644,000 Lb.
Cylinders (Four)	23 x 32 Ins.
Diameter of Drivers	70 Ins.
Boiler Pressure	260 Lb.
Tractive Power	106,900 Lb.
Tender Capacity—Fuel	27 Tons
Tender Capacity — Water	25,000 Gals.



★ ★ ★ ★ ★ ★ ★ ★
FOR VICTORY BUY U. S.
WAR BONDS AND STAMPS

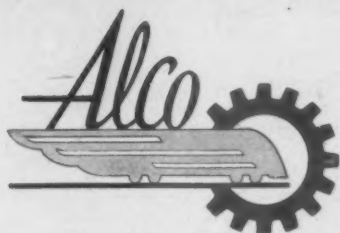
JOB AHEAD

"Main Street of the Northwest"



Twelve new 4-6-6-4 type single expansion articulated high-speed freight locomotives have been delivered recently by Alco to the Northern Pacific—"The Main Street of the Northwest."

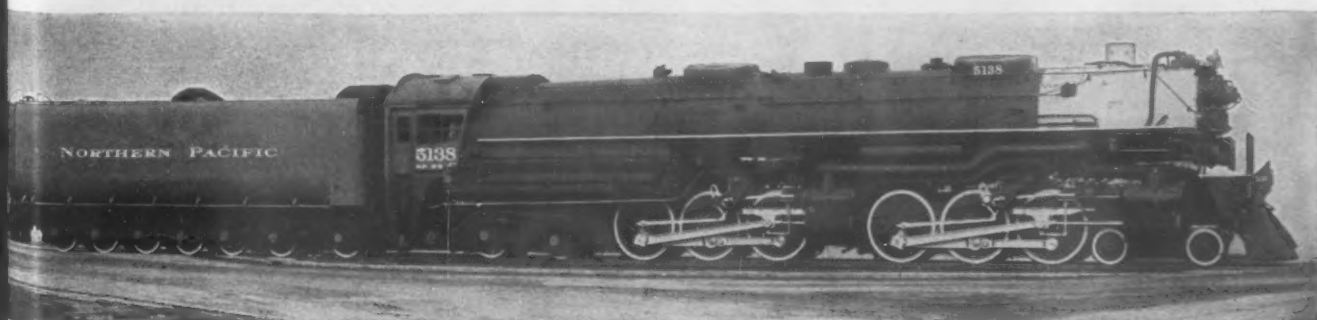
Alco has delivered 40 of these modern high-powered 4-6-6-4 type locomotives to this road since 1936.



A M E R I C A N L O C O M O T I V E

MANUFACTURERS OF MOBILE POWER

STEAM, DIESEL AND ELECTRIC LOCOMOTIVES, MARINE DIESELS, TANKS, GUN CARRIAGES & OTHER ORDNANCE



Operating Revenues and Operating Expenses of Class I Steam Railways

FOR THE MONTH OF MARCH, 1943 AND 1942-

Item	United States		Eastern District		Southern District		Western District	
	1943	1942	1943	1942	1943	1942	1943	1942
Miles of road operated at close of month	229,525	231,555	56,488	56,916	43,459	43,897	129,578	130,742
Revenues:								
Freight	\$585,251,709	\$445,668,658	\$233,725,388	\$188,303,216	\$117,447,529	\$88,278,052	\$234,078,792	\$169,087,390
Passenger	121,447,500	59,105,912	46,325,382	28,265,935	27,150,675	11,909,348	47,971,443	18,930,629
Mail	10,033,729	9,009,345	3,561,302	3,261,764	1,822,320	1,610,157	4,650,107	4,137,424
Express	11,910,786	7,940,795	4,689,445	2,966,669	2,129,593	1,465,721	5,091,748	3,508,405
All other operating revenues	27,606,839	18,575,516	11,963,162	8,890,549	3,803,540	2,568,354	11,840,137	7,116,613
Railway operating revenues	756,250,563	540,300,226	300,264,679	231,688,133	152,353,657	105,831,632	303,632,227	202,780,461
Expenses:								
Maintenance of way and structures	80,422,735	54,832,217	31,662,378	21,762,678	14,677,097	10,611,581	34,083,260	22,457,958
Maintenance of equipment	115,120,688	98,059,345	50,128,789	44,637,778	21,697,892	18,409,687	43,294,007	35,011,880
Traffic	10,130,698	9,795,398	3,637,903	3,576,672	1,990,836	1,932,137	4,501,959	4,286,589
Transportation—Rail line	220,543,652	179,211,068	100,944,227	83,052,799	37,903,522	30,416,720	81,695,903	65,741,549
Transportation—Water line	2,524	15,045					2,524	15,045
Miscellaneous operations	8,356,485	5,094,040	3,010,154	2,044,739	1,343,820	891,947	4,002,511	2,157,354
General	14,863,297	13,145,370	6,092,969	5,371,507	2,935,918	2,507,948	5,834,410	5,265,915
Railway operating expenses	449,440,079	360,152,483	195,476,420	160,446,173	80,549,085	64,770,020	173,414,574	134,936,290
Net revenue from railway operations	306,810,484	180,147,743	104,788,259	71,241,960	71,804,572	41,061,612	130,217,653	67,844,171
Railway tax accruals	161,808,023	76,334,529	55,763,699	31,959,769	42,538,087	17,889,583	63,506,237	26,485,177
Railway operating income	145,002,461	103,813,214	49,024,560	39,282,191	29,266,485	23,172,029	66,711,416	41,358,994
Equipment rents—Dr. balance	11,926,843	10,162,411	4,730,771	4,815,523	1,040,126	705,619	6,155,946	4,641,269
Joint facility rent—Dr. balance	3,428,580	3,079,110	1,787,164	1,766,625	386,364	309,336	1,255,052	1,003,149
Net railway operating income	129,647,038	90,571,693	42,506,625	32,700,043	27,839,995	22,157,074	59,300,418	35,714,576
Ratio of expenses to revenues (per cent)	59.4	66.7	65.1	69.3	52.9	61.2	57.1	66.5
Depreciation included in operating expenses	26,545,985	19,695,109	11,323,573	8,590,369	5,075,640	4,300,670	10,146,772	6,804,070
Deferred maintenance—Way and structures	d166,150		d34,092				d132,058	
Amortization of Defense projects	10,486,118	5,466,910	3,937,086	1,722,837	2,608,471	1,228,455	3,940,561	2,515,618
Deferred maintenance—Equipment	d24,639				d5,782		d18,857	
Major repairs—Equipment	150,000						150,000	
Pay-roll taxes	16,477,928	13,554,953	7,076,897	6,021,531	2,917,118	2,415,094	6,483,913	5,118,328
Federal income taxes*	120,677,242	41,631,253	38,195,480	16,665,628	34,811,850	11,137,145	47,669,912	13,828,480
All other taxes	24,652,853	21,148,323	10,491,322	9,272,610	4,809,119	4,337,344	9,352,412	7,538,369

FOR THREE MONTHS ENDED WITH MARCH, 1943 AND 1942

Item	United States		Eastern District		Southern District		Western District	
	1943	1942	1943	1942	1943	1942	1943	1942
Miles of road operated at close of month	229,595	231,596	56,521	56,925	43,477	43,900	129,597	130,771
Revenues:								
Freight	\$1,612,804,891	\$1,215,832,717	\$635,116,438	\$509,753,388	\$327,960,585	\$240,633,256	\$649,727,868	\$465,446,073
Passenger	340,397,087	169,549,055	135,202,464	82,290,681	73,862,935	32,814,117	131,331,688	54,444,257
Mail	28,835,252	26,095,740	10,089,097	9,464,509	5,190,801	4,626,053	13,555,354	12,005,178
Express	29,507,879	17,443,173	11,017,954	6,172,508	5,135,051	3,157,802	13,354,874	8,112,863
All other operating revenues	79,619,180	54,556,711	34,805,672	26,378,218	11,026,997	7,451,358	33,786,511	20,727,135
Railway operating revenues	2,091,164,289	1,483,477,396	826,231,625	634,059,304	423,176,369	288,682,586	841,756,295	560,735,506
Expenses:								
Maintenance of way and structures	225,500,631	151,875,348	88,771,995	61,716,837	42,294,140	30,249,957	94,434,496	59,908,554
Maintenance of equipment	327,969,691	282,460,249	142,665,253	130,188,234	61,714,229	52,963,820	123,590,209	99,308,195
Traffic	30,294,580	28,861,027	11,050,379	10,398,233	5,850,827	5,897,896	13,393,374	12,564,898
Transportation—Rail line	630,798,651	520,147,167	288,041,581	239,986,135	108,164,253	88,263,036	234,592,817	191,897,996
Transportation—Water line	3,909	47,355					3,909	47,355
Miscellaneous operations	24,289,418	14,922,958	8,829,827	6,188,648	4,037,628	2,552,640	11,421,963	6,181,670
General	43,246,651	38,272,693	17,875,866	15,422,453	8,352,572	7,345,541	17,018,213	15,504,699
Railway operating expenses	1,282,103,531	1,036,586,797	557,234,901	463,900,540	230,413,649	187,272,890	494,454,981	385,413,367
Net revenue from railway operations	809,060,758	446,890,599	268,996,724	170,158,764	192,762,720	101,409,696	347,301,314	175,322,139
Railway tax accruals	422,222,184	188,573,161	138,180,765	78,611,264	112,422,328	45,181,240	171,619,091	64,780,657
Railway operating income	386,838,574	258,317,438	130,815,959	91,547,500	80,340,392	56,228,456	175,682,223	110,541,482
Equipment rents—Dr. balance	35,656,824	27,635,567	14,364,255	13,677,694	2,950,544	896,167	18,342,025	13,061,706
Joint facility rent—Dr. balance	10,121,983	8,999,888	5,165,359	4,775,348	1,220,542	950,328	3,736,082	3,274,212
Net railway operating income	341,059,767	221,681,983	111,286,345	73,094,458	76,169,306	54,381,961	153,604,116	94,205,564
Ratio of expenses to revenues (per cent)	61.3	69.9	67.4	73.2	54.4	64.9	58.7	68.7
Depreciation included in operating expenses	79,496,940	56,285,336	33,741,846	25,011,195	15,132,300	12,039,543	30,622,794	19,234,598
Deferred maintenance—Way and structures	d88,290		d34,092				d54,198	
Amortization of Defense projects	30,346,987	13,370,216	11,580,994	4,831,159	7,620,113	3,102,681	11,145,880	5,436,376
Deferred maintenance—Equipment	d117,887				d14,239		d103,648	
Major repairs—Equipment	400,000						400,000	
Pay-roll taxes	47,453,523	39,306,382	20,478,383	17,417,546	8,373,229	6,971,821	18,601,911	14,917,015
Federal income taxes*	303,795,981	87,886,492	87,546,025	34,400,581	89,173,510	25,686,526	127,076,446	27,799,415
All other taxes	70,972,680	61,380,287	30,156,357	26,793,167	14,875,589	12,522,893	25,940,734	22,064,227

* Includes income tax, surtax, and excess-profits tax.

d Decrease, deficit, or other reverse items.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision. (Switching and Terminal Companies Not Included.)

H S G I
Wear Resisting
PARTS



On the Best of Modern Power

The modern "iron horse" is breaking all records and quality materials are playing a vital part.

Wear-resisting parts made from HUNT-SPILLER *Air Furnace* GUN IRON are helping to prevent delays, failures and expensive repairs.

Their resistance to frictional wear and high superheat temperatures has proven to be a big factor in the promotion of long runs, increased availability, high speeds and low fuel consumption. Complete installations insure the best results.

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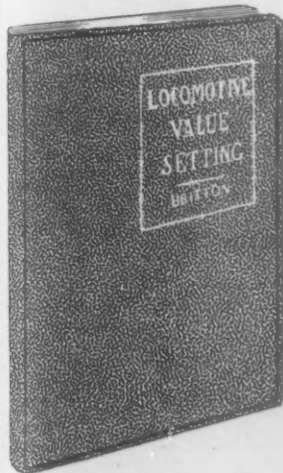
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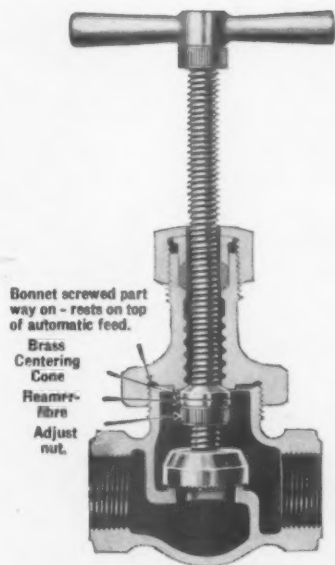


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